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## RV10-Archive.digest.vol-dj

May 15, 2008 - June 05, 2008

different gear ratio to the front mounted governor.

Regards,  
Jim Ayers

-----Original Message-----

From: [raddatz <n667sr\(at\)comcast.net>](mailto:raddatz@comcast.net)  
Sent: Tue, 13 May 2008 7:12 pm  
Subject: [Re: Hartzell prop and IO540D4A5](#)

I believe all the 10's I built were around 2550-2600 out of the box, I just mark the arm and shaft and move the arm one spline.

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From: ["David McNeill" <dml46007\(at\)cox.net>](mailto:dml46007@cox.net)  
Subject: [Re: Hartzell prop and IO540D4A5](#)  
Date: *May 15, 2008*

before indexing mark the spline and the handle. and when changing the handle hold the spring.

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of  
lessdragprod(at)aol.com  
Sent: Thursday, May 15, 2008 9:05 PM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

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From: *"pascal" <pascal(at)rv10builder.net>*  
Subject: *Re: Hartzell prop and IO540D4A5*  
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**From:** *"Bob Leffler" <rv(at)thelefflers.com>*  
**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 16, 2008*

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From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Friday, May 16, 2008 10:43 AM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

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Date: *May 16, 2008*  
Subject: *[Re: Hartzell prop and IO540D4A5](#)*

"I want to know Why they are still also ONLY selling the 2 blade Hartzell prop when Hartzell has composite blades that work just as well if not better (at a higher cost).."

You should have gone to the RV-10 dinner last weekend, I just happen to know who is testing the new 2 blade composite Hartzell prop on a RV-4.

Extremely smooth, much lighter, and it looks and sounds cool.

Rob Hickman

\*\*\*\*\*Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.  
(<http://food.aol.com/dinner-tonight?NCID=aolfod003000000001>)

---

**From:** *"pascal" <pascal(at)rv10builder.net>*  
**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 16, 2008*

Haha, gone to a dinner 1000 miles away? .. you crack me up . By the way, thanks for sponsoring it.  
Any performance difference noticed? climb, cruise, etc.. with the composite prop?  
Any updates (unofficially) on the DECK and future plans for it's expanded capabilities?  
Thanks!

From: RobHickman(at)aol.com  
Sent: Friday, May 16, 2008 9:43 AM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

"I want to know Why they are still also ONLY selling the 2 blade Hartzell prop when Hartzell has composite blades that work just as well if not better (at a higher cost).."

You should have gone to the RV-10 dinner last weekend, I just happen to know who is testing the new 2 blade composite Hartzell prop on a RV-4.

Extremely smooth, much lighter, and it looks and sounds cool.

Rob Hickman

-----  
-----  
Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.

---

**From:** *RobHickman(at)aol.com*  
**Date:** *May 16, 2008*  
**Subject:** *Re: Hartzell prop and IO540D4A5*

In a message dated 5/16/2008 12:14:51 P.M. Pacific Daylight Time, pascal(at)rv10builder.net writes:

Haha, gone to a dinner 1000 miles away? .. you crack me up . By the way, thanks for sponsoring it.  
Any performance difference noticed? climb, cruise, etc.. with the composite prop?  
Any updates (unofficially) on the DECK and future plans for it's expanded capabilities?  
Thanks!

I am still gathering data on the prop, should have it in another week or so. I am currently flying the flight director, autopilot interface, and weather. We currently have six full time engineers and four of them are only working on software.

Rob Hickman

\*\*\*\*\*Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.  
(<http://food.aol.com/dinner-tonight?NCID=aolfod003000000001>)

---

**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 16, 2008*  
**From:** *"John Cox" <johnwcox(at)pacificnw.com>*

At the Pacific NW RV-10 Builder Dinner, Rob Hickman was displaying his test bed Hartzell prototype 2 blade Scimitar II Composite prop on is RV-4. I am sure he is under a gag order but I stole a Hi-Res picture (which has been Matronic neutered here). The identification on each blade read "Des. No. N7605-2X.

Skunkworks NW

John C.

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Bob Leffler

Sent: Friday, May 16, 2008 8:16 AM  
Subject: RE: RV10-List: Re: Hartzell prop and IO540D4A5

Our EAA chapter took a tour of Hartzell last week. Although they wouldn't say anything specific, they did hint that we would have more Hartzell choices from Van's in the next month.

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Friday, May 16, 2008 10:43 AM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

Except, why is Van's Aircraft STILL only selling the MT governor for the NARROW DECK IO-540 engine? Van's Aircraft only sells new WIDE DECK IO-540 engines.

I want to know Why they are still also ONLY selling the 2 blade Hartzell prop when Hartzell has composite blades that work just as well if not better (at a higher cost)..

granted none of this is good for MT but I would like to see the composite Hartzell and give Jim the business directly for MT, which one needs to do anyway.

Oregonians, walk over and put some pressure on Van's to update their prop selections.. please!!

Pascal

From: lessdragprod(at)aol.com  
Sent: Friday, May 16, 2008 7:10 AM

Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

The MT Propeller factory in Germany recommends sending the governor to the MT Propeller rep in Florida. (This is a what is best for everyone answer. Everyone is assured of getting a governor set up for their engine.)

The MT Propeller rep in Florida provided information for those people that want to try to do this themselves. As they are getting the aircraft ready for Phase 1 testing. (Like there's nothing better to do? :-) )

Now we've both said it twice. :-)

Except, why is Van's Aircraft STILL only selling the MT governor for the NARROW DECK IO-540 engine? Van's Aircraft only sells new WIDE DECK IO-540 engines.

Regards,  
Jim Ayers

-----Original Message-----  
From: David McNeill <d1m46007(at)cox.net>  
Sent: Thu, 15 May 2008 9:28 pm  
Subject: RE: RV10-List: Re: Hartzell prop and IO540D4A5

The MT propellor rep in FL provided info to do it on the aircraft.

---

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of lessdragprod(at)aol.com  
Sent: Thursday, May 15, 2008 9:05 PM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

Hi Dick,

I received the following comment from MT Propeller in Germany.

"(The) Best way is to send it (the governor) to MT USA as they do it (the adjustment) on the test bench. UPS Ground is not expensive and the better way. In the operating & Installation manual of the governor (it) is stated on page 12 that the modification must be done at an authorized service shop."

Additionally, because of the spring loading, the MT Propeller factory is concerned about the customer loosing track of the position of the splined shaft when the control lever is removed.

Regards,  
Jim Ayers

-----Original Message-----  
From: Richard Sipp <rsipp(at)earthlink.net>  
Sent: Wed, 14 May 2008 7:08 pm  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

Jim:

Is re-indexing the arm on the governor an as others have mentioned a factory acceptable adjustment?

Thanks

Dick Sipp

----- Original Message -----

From: lessdragprod(at)aol.com

To: rv10-list(at)matronics.com

Sent: Wednesday, May 14, 2008 12:36 AM

Subject: Re: RV10-List: Re: Hartzell prop and I0540D4A5

If Van's Aircraft sold the P-860-5 governor for the wide deck Lycoming IO-540 engine, you wouldn't even be having this discussion.

The P-860-3 governor is for the narrow deck Lycoming IO-540 engine, which has a different gear ratio to the front mounted governor.

Regards,  
Jim Ayers

-----Original Message-----

From: raddatz <n667sr(at)comcast.net>

To: rv10-list(at)matronics.com

Sent: Tue, 13 May 2008 7:12 pm

Subject: RV10-List: Re: Hartzell prop and I0540D4A5

I believe all the 10's I built were around 2550-2600 out of the box, I just mark the arm and shaft and move the arm one spline.

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183043#183043>

---

Plan your next roadtrip with MapQuest.com  
<<http://www.mapquest.com/?ncid=mpqmap00030000000004>> : America's #1 Mapping Site.

href="http://www.matronics.com/Navigator?RV10-List">  
<http://www.matronics.com/Navigator?RV10-List>  
href="http://forums.matronics.com  
>"><http://forums.matronics.com>  
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<http://www.matronics.com/Navigator?RV10-List>

<http://forums.matronics.com>

<http://www.matronics.com/contribution>

---

**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 16, 2008*  
**From:** *"John Cox" <johnwcox(at)pacificnw.com>*

Rick Sked, Deems Davis and Les Kearney all exceeded the 1,000 miles from home rule to make the dinner. The Hickman's were gracious hosting the event. All things are possible for the Fall get to gather.

Still LOL.

John

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Friday, May 16, 2008 12:10 PM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

Haha, gone to a dinner 1000 miles away? .. you crack me up . By the way, thanks for sponsoring it.

Any performance difference noticed? climb, cruise, etc.. with the composite prop?

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Sent: Friday, May 16, 2008 9:43 AM

Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

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---

Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food  
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href="http://www.matronics.com/Navigator?RV10-List">http://www.matronics.com/Navigator?RV10-List  
href="http://forums.matronics.com">http://forums.matronics.com  
href="http://www.matronics.com/contribution">http://www.matronics.com/c

---

**Date:** *May 16, 2008*  
**From:** *Les Kearney <kearney(at)shaw.ca>*  
**Subject:** *Re: Hartzell prop and IO540D4A5*

John is a little light on my mileage - it was 1,100+ miles. I also went to the EAA open house at Van's - an event that was very interesting. After buying a couple of very expensive slices of pizza, Van's gave me a pair of -10 QB wings and a finish kit.

Cheers

Les

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of John Cox

Sent: May-16-08 8:29 PM  
Subject: RE: RV10-List: Re: Hartzell prop and I0540D4A5

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Still LOL.

John

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Friday, May 16, 2008 12:10 PM  
Subject: Re: RV10-List: Re: Hartzell prop and I0540D4A5

Haha, gone to a dinner 1000 miles away? .. you crack me up Winking smile emoticon. By the way, thanks for sponsoring it.

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From: RobHickman(at)aol.com

Sent: Friday, May 16, 2008 9:43 AM

Subject: Re: RV10-List: Re: Hartzell prop and I0540D4A5

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href="http://www.matronics.com/contribution">http://www.matronics.com/c

---

From: [Fixitauto\(at\)aol.com](mailto:Fixitauto(at)aol.com)  
Date: *May 17, 2008*  
Subject: *Re: 1000 Mile Rule?*

Check this out.

<http://wcaircraft.com/boonervday.html>  
(<http://wcaircraft.com/boonervday.html>)

Saturday June 14 2008

This should be within 1000 miles for a lot of people.

Sure would like to see some of you there.

Shameless promotion of what is always a good time.

\*\*\*\*\*Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.  
(<http://food.aol.com/dinner-tonight?NCID=aolfod00030000000001>)

---

Subject: *Ignition Cable clamp*  
From: *"Michael Wellenzohn" <rv-10(at)wellenzohn.net>*  
Date: *May 17, 2008*

Who knows where I can get two of these ignition cable clamps (for three cables)!

Michael  
Zuerich, Switzerland

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183556#183556>

Attachments:

[http://forums.matronics.com/files/zndkabelklemme\\_113.jpg](http://forums.matronics.com/files/zndkabelklemme_113.jpg)

---

Date: *May 17, 2008*  
From: *linn Walters <pitts\_pilot(at)bellsouth.net>*  
Subject: *Re: Ignition Cable clamp*

I don't know a source, but you can take a plain ADEL clamp (a 1 1/4" should do it) and remove the rubber part. Put a screw through the hole and tighten up a nut. Place a 3/8" thick piece of 'something' in the clamp and squeeze in a vise to make the clamp oblong. Replace the rubber part and you should have a usable clamp.  
Linn

Michael Wellenzohn wrote:

>  
> Who knows where I can get two of these ignition cable clamps (for three cables)!  
>  
> Michael  
> Zuerich, Switzerland  
>  
> -----  
> RV-10 builder (engine, prop, finishing)  
> #511  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=183556#183556>  
>  
>  
> Attachments:  
>  
> [http://forums.matronics.com/files/zndkabelklemme\\_113.jpg](http://forums.matronics.com/files/zndkabelklemme_113.jpg)  
>  
>  
>

---

From: *"Albert Gardner" <ibspud(at)roadrunner.com>*  
Subject: *Ignition Cable clamp*  
Date: *May 17, 2008*

Are you thinking of the Engine Baffle Ignition Wire Seals like on aircraft Spruce cat/ page 272? Or something else?  
Albert Gardner  
Yuma, AZ

-----Original Message-----  
RV10-List message posted by: "Michael Wellenzohn"  
Who knows where I can get two of these ignition cable clamps (for three cables)!  
Michael  
Zuerich, Switzerland

---

From: *"Dave Saylor" <Dave(at)AirCraftersLLC.com>*  
Subject: *Performance Data Point*  
Date: *May 17, 2008*

We took off from Palm Springs this afternoon. It was HOT, but the plane performed flawlessly. OAT was 38C, DA 3250'

We opted for the long runway, but it wasn't necessary. We used 1/3 flaps but did not lean for takeoff. We "rolled" into the departure, and were off before the threshold. I used Google Earth to estimate the takeoff distance--very close to 1250'. Climb was just a little less than normal. I was worried about oil temp, which got to the bottom of the yellow by around 6000'. We nosed over a bit until it cooled and then just continued the climb (at that point we were passing 1000' over a Mooney that took off in front of us...).

Takeoff weight was about 2450

CHT was always around 385.

This is a great plane!

---

From: *"Chris and Susie McGough" <VHMUM(at)bigpond.com>*  
Subject: *VH-ICY*  
Date: *May 18, 2008*

VH-ICY signed off today. Can you believe the Dynon crapped itself so cant fly till its fixed.....oh well another couple of weeks to check everything

regards Chris 388

---

**From:** *"Chris and Susie McGough" <VHMUM(at)bigpond.com>*  
**Subject:** *VH-ICY*  
**Date:** *May 18, 2008*

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regards Chris 388

---

**Subject:** *Re: Ignition Cable clamp*  
**From:** *"Michael Wellenzohn" <rv-10(at)wellenzohn.net>*  
**Date:** *May 18, 2008*

Linn,

I I am looking for the ignition clamps that attach to the valve covers as you said the Adel Clamp modification is one way. However I wonder if there are the clamps for one and for two cables there must be also some out there for three did all six cylinder engine owners manufacture them themselves?

Michael

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183632#183632>

---

**Subject:** *Re: VH-ICY*  
**From:** *"AirMike" <Mikeabel(at)Pacbell.net>*  
**Date:** *May 18, 2008*

wow = awesome paint job.  
Hope that you are going to OSH  
Very sorry about the Dynon - would you use it if you did it again?

-----  
OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183635#183635>

---

**From:** *"David McNeill" <dml46007(at)cox.net>*  
**Subject:** *wheel pant and tire clearance*  
**Date:** *May 18, 2008*

what clearance have builders left between the wheel pant and tire? mains? nose? Is one inch adequate or too much?

---

**From:** *"Marcus Cooper" <coop85(at)cableone.net>*  
**Subject:** *wheel pant and tire clearance*  
**Date:** *May 18, 2008*

David,

1" sounds pretty good to me. I probably have a little less in mine, I basically created a gap I could slide my fingers into comfortably. I started off with the gap a little too small on the aft side of the wheel and it didn't work out so well. While a tight gap would be nice, having a buffer for the wheel distorting will be a much better thing in the long run.

I highly recommend you measure the gaps with weight on wheels to make sure it's valid.

Marcus

Do not archvie

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of David McNeill  
Sent: Sunday, May 18, 2008 2:00 PM  
Subject: RV10-List: wheel pant and tire clearance

what clearance have builders left between the wheel pant and tire? mains? nose? Is one inch adequate or too much?

---

**Date:** *May 18, 2008*



From: [Tim Lewis <timrvator\(at\)comcast.net>](mailto:timrvator(at)comcast.net)  
Subject: [Wheel Bearing auto part numbers](#)

Can anybody verify the part numbers for the RV-10 main wheel bearings (bearing cup part number and bearing cone part number)? The wheel is a Cleveland 40-59A. As best I can tell, the Cleveland bearing part numbers are 214-01300 (cup) and 214-01400 (cone), with equivalent auto part numbers LM29710 and LM29479.

--  
Tim Lewis -- HEF (Manassas, VA)  
RV-6A N47TD -- 1000 hrs  
RV-10 #40059 under construction

---

Subject: [Marker Beacon](#)  
From: ["AirMike" <Mikeabel\(at\)Pacbell.net>](mailto:Mikeabel(at)Pacbell.net)  
Date: [May 18, 2008](#)

Looking for some guidance about putting the MB antenna in the wing tip. Has anyone done this and how are the results as far as reception. Since it is basically looking down this would appear to be a no brainer. Appreciate any comments.

-----  
OSH '08 or Bust (busted) be there in "09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183725#183725>

---

From: ["Chris and Susie McGough" <VHMUM\(at\)bigpond.com>](mailto:VHMUM(at)bigpond.com)  
Subject: [Re: VH-ICY](#)  
Date: [May 19, 2008](#)

I am in Australia, might just be out of the test area!

----- Original Message -----  
From: "AirMike" <Mikeabel(at)Pacbell.net>  
Sent: Sunday, May 18, 2008 8:09 PM  
Subject: RV10-List: Re: VH-ICY

>  
> wow = awesome paint job.  
> Hope that you are going to OSH  
> Very sorry about the Dynon - would you use it if you did it again?  
>  
> -----  
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> Read this topic online here:  
> <http://forums.matronics.com/viewtopic.php?p=183635#183635>  
>  
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Subject: [Windows installation - epilog](#)  
Date: [May 19, 2008](#)  
From: ["McGANN, Ron" <ron.mcgann\(at\)baesystems.com>](mailto:ron.mcgann(at)baesystems.com)

For those that may be interested, attached is the data sheet for FE6026 that some have recommended. There is no reference to bonding to plastics (particularly acrylic which is notoriously difficult to bond to) and my very subjective test indicated that the bond strength to acrylic was little better than epoxy/flox.

So my conclusions were as follows ('structural' here is subjective and means that only average force was required to separate the bond. I was really interested in the substrate breaking before the bond) - :

1. Epoxy/flox bond strength to acrylic was not structural
2. FE6026 bond strength to acrylic was not structural
3. Sikaflex requires a 3/16" bed and is not structural (see also the really interesting thread on Sikaflex on the VAF list) (not tested)
4. Silpruf bond strength of ~300psi is not structural (not tested)
5. ScotchWeld 2216 B/A (1100 psi) achieves max peel strength with a 17-25 mil bond line (too bad if you need spacers or have gaps to fill)

(not tested)

6. Did not have any Hysol, but from all accounts appears to be structural and an alterante to Weld on

A supply of Weld-on arrived in Australia the day after I ordered the FE6026 and 2216 B/A from Spruce. For the record, I used the Weldon - piece of mind that the windshield is an integral part of the cabin and the bond will not fail if the unimaginable happens. YMMV, but if you depart from the plans, I would encourage you to do your own research/tests. What I did find is that there are some amazing adhesives out there for gluing Aluminium together!!

<>  
Cheers  
Ron  
187 finishing

"Warning:  
The information contained in this email and any attached files is confidential to BAE Systems Australia. If you are not the intended recipient, any use, disclosure or copying of this email or any attachments is expressly prohibited. If you have received this email in error, please notify us immediately. VIRUS: Every care has been taken to ensure this email and its attachments are virus free, however, any loss or damage incurred in using this email is not the sender's responsibility. It is your responsibility to ensure virus checks are completed before installing any data sent in this email to your computer."

---

**From:** *"Carl Froehlich" <carl.froehlich(at)cox.net>*  
**Subject:** *Marker Beacon*  
**Date:** *May 18, 2008*

The Marker Beacon radiates straight up at relatively high power. A simple quarter wavelength of wire in the wingtip or bottom of the cowl should work well.

A quarter wave antenna at 75Mhz should be about 37.4 inches. If you make it with a fat wire or wide metal strip it would end up slightly shorter. For this single frequency application there are no advantages to a wide metal strip over a single wire.

The simplest thing to do is to run a coax line to a double female bulkhead BNC connector on the end wing rib (wingtip antenna) or firewall (cowl antenna). From this you can make the connection to the antenna wire using another male BNC connector. Leave some slack so you can remove the connector and hot glue or glass in the rest of the antenna wire. If you have an old piece of coax laying around you can fit a male BNC to it, then remove the outer jacket and shield wire from about a half inch from the BNC connector, leave the center wire as is (with the insulation on), cut the wire so the total length is 37 1/2".

If mounting in the wing tip try to keep it away from other wiring and as far from the wing rib as possible.

Carl Froehlich  
RV-8A (400 hrs)  
RV-10 (flaps)

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
Sent: Sunday, May 18, 2008 6:46 PM  
Subject: RV10-List: Marker Beacon

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-----  
OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183725#183725>

---

**From:** *"David McNeill" <dml46007(at)cox.net>*  
**Subject:** *Marker Beacon*  
**Date:** *May 18, 2008*

May be a wrong question but why is anyone thinking of installing a MB receiver. Any IFR GPS/EFIS identifies passing the OM. When over the final approach fix which is co-located with a MB, the OM flashes on the EFIS. Same question for ADF except for perhaps outside the USA. Here ADFs/NDBs and MB seem to be last century's technology.

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Carl Froehlich  
Sent: Sunday, May 18, 2008 5:03 PM  
Subject: RE: RV10-List: Marker Beacon

-->

The Marker Beacon radiates straight up at relatively high power. A simple quarter wavelength of wire in the wingtip or bottom of the cowl should work well.

A quarter wave antenna at 75Mhz should be about 37.4 inches. If you make it with a fat wire or wide metal strip it would end up slightly shorter. For this single frequency application there are no advantages to a wide metal strip over a single wire.

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If mounting in the wing tip try to keep it away from other wiring and as far from the wing rib as possible.

Carl Froehlich  
RV-8A (400 hrs)  
RV-10 (flaps)

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
Sent: Sunday, May 18, 2008 6:46 PM  
Subject: RV10-List: Marker Beacon

Looking for some guidance about putting the MB antenna in the wing tip. Has anyone done this and how are the results as far as reception. Since it is basically looking down this would appear to be a no brainer. Appreciate any comments.

-----  
OSH '08 or Bust (busted) be there in "09 Q/B Kit - exited cabin  
top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183725#183725>

---

Date: *May 18, 2008*  
From: *Bill DeRouchey <billderou(at)yahoo.com>*  
Subject: *Marker Beacon*

We have two RV-10's using the same scheme as Carl wrote and it works well. There is a lot of power coming up from the ground so a simple wire is sufficient. If you plan to install a Bob Archer wingtip antenna today or add a backup NAV antenna in the future suggest you glass in the wire antenna on the upper side of the wingtip. If you glass it on the bottom the Bob Archer antenna will not work properly.

Bill DeRouchey  
N939SB, flying

Carl Froehlich wrote:

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If mounting in the wing tip try to keep it away from other wiring and as far from the wing rib as possible.

Carl Froehlich  
RV-8A (400 hrs)  
RV-10 (flaps)

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From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
Sent: Sunday, May 18, 2008 6:46 PM  
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Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183725#183725>

---

**Subject:** [Re: Marker Beacon](#)  
**From:** "AirMike" <Mikeabel(at)Pacbell.net>  
**Date:** *May 18, 2008*

Thank you for the information Carl. I also received a call which advised me that the MB in wingtip would work with a 18"x 6" wide base plate on which the MB antenna (Comant CI-102) would be mounted as close to the bottom of the wing tip as possible. This would give me a mounting plate as well as the "ground plane". I am not that knowledgeable in this area so any help is appreciated.

I am essentially a VFR pilot but I wanted my plane certified as Day/Nite VFR/IFR so I have an SL30 Nav/Com and a Garmin 340 audio panel. My GPS is a Garmin 496. I figure that I saved about 6K on my panel over having a GNS430 plus on the 496 I get weather and Zaon traffic avoidance. Seems to me the best bang for the buck. My AFS3500 apparently displays the GS but not the MB. Any further comments appreciated.

-----  
OSH '08 or Bust (busted) be there in "09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183752#183752>

Attachments:

[http://forums.matronics.com//files/a\\_panel\\_327.jpg](http://forums.matronics.com//files/a_panel_327.jpg)

---

**Date:** *May 19, 2008*  
**From:** [linn Walters <pitts\\_pilot\(at\)bellsouth.net>](#)  
**Subject:** [Re: closed loop rudder](#)

Dave Leikam wrote:  
> Interesting design.  
>  
> Have you considered the lever arm force on the tabs holding the  
> extensions to the rudder cables when the rudder hits the stops or just  
> the repeated forward and back pressures from the rudder in flight.  
Yes I did. Don't have the figures handy ..... they're lost in my office clutter :-P .... but the tensile strength was way up there past what we can press on them. The tube has the thickest wall I could find that didn't compromise the tab.  
> Could a small amount of continued flexing eventually break the tabs?  
I don't think so ..... the original tab has an offset bend in it that doesn't straighten out ..... as best I can determine.  
> The force on the tabs is now torque rather than tension. Just my  
> humble observation.  
Good point though! Thanks for the note.  
Linn  
>  
> Dave Leikam  
> #40496 N89DA (Reserved)  
> Muskego, WI

---

**Date:** *May 19, 2008*  
**Subject:** [Marker Beacon](#)  
**From:** "William Curtis" <wcurtis(at)nerv10.com>

A Marker Beacon receiver is included in most audio panels so why not wire it up for the pure ILS/LOC approaches. How is that EFIS determining it is passing the OM--by GPS position? Not exactly legal for an ILS/LOC approach. The MB is an integral component of an ILS/LOC approach--even though it may be superfluous in the age of GPS overlay.

The comparison to an ADF is not valid since for an ADF you would have to actually install an additional component--in addition to the antenna.

William  
<http://nerv10.com/wcurtis/>

----- Original Message -----

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> question for ADF except for perhaps outside the USA. Here ADFs/NDBs and MB  
> seem to be last century's technology.



David Maib  
40559  
buried in fiberglass dust

On Monday, May 19, 2008, at 09:02AM, "William Curtis" wrote:

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>> [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Carl Froehlich  
>> Sent: Sunday, May 18, 2008 5:03 PM  
>> To: rv10-list(at)matronics.com  
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>> Carl Froehlich  
>> RV-8A (400 hrs)  
>> RV-10 (flaps)

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>> Read this topic online here:

>> <http://forums.matronics.com/viewtopic.php?p=183725#183725>

Date: *May 19, 2008*  
Subject: *Marker Beacon*  
From: *"William Curtis" <wcurtis(at)nerv10.com>*

I'll have to check but I believe the substitution is only allowed for NBD and DME not MB--but again this is splitting hairs.

William  
<http://nerv10.com/wcurtis/>

----- Original Message -----

> I thought that an IFR approved GPS could legally identify marker beacons and NDB's. Is that not correct?

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> >> RV-10 (flaps)

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> Carl  
>  
> \*  
>  
> \*  
>

---

Date: *May 19, 2008*  
From: *"sam(at)fr8dog.net" <sam.marlow(at)adelphia.net>*  
Subject: *Re: Marker Beacon*

Just glassed mine in the wingtip, works great!  
Sam

---- AirMike wrote:

=====

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Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183725#183725>

---

Date: *May 19, 2008*  
From: *Kelly McMullen <kellym(at)aviating.com>*  
Subject: *Re: Marker Beacon*

Marker beacons have been on the phase out plan by the FAA for some time.  
I've been surprised a few times when a beacon actually sounded off, but  
it has been awhile. No middle marker that I know of is required for an  
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Otherwise have approach control give you a radar fix for the FAF.

John Jessen wrote:

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>

> John J

>

> -----Original Message-----

> From: owner-rv10-list-server(at)matronics.com

> [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of William Curtis

> Sent: Monday, May 19, 2008 9:49 AM  
> To: rv10-list(at)matronics.com  
> Subject: RE: RV10-List: Marker Beacon  
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---

Subject: [Marker Beacon](#)  
Date: [May 19, 2008](#)  
From: [John Jessen <n212pj\(at\)gmail.com>](mailto:John.Jessen@n212pj.com)

True enough. But they do exist and are useful, even as verification, until totally eliminated. Brings up a point about going with the SL40 vs the SL30. I'd go with the 30 simply because it gives you the VOR's as a useful tool. Some say not to since they, too, are supposedly on the way out. Just depends on how many revs back you want to go. You have to know how to fly and utilize what's in your panel.

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Kelly McMullen  
Sent: Monday, May 19, 2008 5:06 PM  
Subject: Re: RV10-List: Marker Beacon

Marker beacons have been on the phase out plan by the FAA for some time. I've been surprised a few times when a beacon actually sounded off, but it has been awhile. No middle marker that I know of is required for an ILS anymore as DH is used instead, and very few use outer markers anymore, and those are usually named, published fixes in GPS databases. Otherwise have approach control give you a radar fix for the FAF.

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---

Date: *May 19, 2008*  
From: *"Kelly McMullen" <apilot2(at)gmail.com>*  
Subject: *Re: Marker Beacon*

No disagreement, since I still have working ADF, MB and Loran in my current panel. Don't think I will move any of them to new panel when I get there, but probably a couple years off to decide.

On Mon, May 19, 2008 at 9:05 PM, John Jessen wrote:

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---

Date: *May 19, 2008*  
From: *Don McDonald <building\_partner(at)yahoo.com>*  
Subject: *Dual Lightspeed*

Probably got myself in over my head, but I had dual lightspeeds installed on my IO540 from Performance Engines.... has anyone else gone through the process of hooking up the coils and tach's? I've got an AF3500 with a backup std Van's tach.

The leads coming from the black boxes are labeled A, B and C, one box on each side.... is there an easy way of figuring which wires go to which coils?

Don McDonald  
Finishing #40636

---

Subject: *Re: Dual Lightspeed*  
From: *"bcondrey" <bob.condrey(at)baesystems.com>*  
Date: *May 19, 2008*

I've got dual LSEs on my engine also. There is a procedure in the install manual for connecting the coils and figuring out what gets hooked to

As you noted, the controller box has outputs labeled "A", "B" and "C". As I recall, the procedure is to connect the coils to the boxes with the plug wires disconnected and then rotate the prop (or a magnet) to make sure the coils fire at the appropriate time. It fires opposing cylinders at the same time and you'll get a spark at 0, 120 and 240 degrees of rotation. Make sure when you rotate the prop (or run the magnet past the sensors) that you're going in the correct direction.

I THINK that the correct hookup for my Plasma IIIs was "A" firing the coil for cylinders 1/2, "C" firing the coil for cylinders 3/4 and "B" firing the coil for cylinders 5/6.

Bob  
N442PM (#40105) flying

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183969#183969>

---

Subject: *Aerotronics RV-10 Panel*  
From: *"Michael Wellenzohn" <rv-10(at)wellenzohn.net>*  
Date: *May 20, 2008*

Is someone on the list who installed the Aerotronics RV-10 panel?

[http://www.aerotronics.com/experimental/vans\\_category.php#rv10](http://www.aerotronics.com/experimental/vans_category.php#rv10)

What are your experience, how much additional "fitting" work is required?

Best Regards  
Michael

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183983#183983>

---

Date: *May 20, 2008*  
From: *Henkjan van der Zouw <henkjan(at)zme.nl>*  
Subject: *Aerotronics RV-10 Panel*

Look at [www.zme.nl](http://www.zme.nl) and click the kitlog logo, and it will fit your center console as well!  
Additional fitting work?.....a lot!

Best regards  
Henkjan

-----Oorspronkelijk bericht-----  
Van: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] Namens Michael Wellenzohn  
Verzonden: dinsdag 20 mei 2008 9:09  
Aan: rv10-list(at)matronics.com  
Onderwerp: RV10-List: Aerotronics RV-10 Panel

Is someone on the list who installed the Aerotronics RV-10 panel?

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-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=183983#183983>

---

Date: *May 20, 2008*  
From: *Deems Davis <deemsdavis(at)cox.net>*  
Subject: *Re: Aerotronics RV-10 Panel*

Michael, I saw Henkjan's pics and 'fell in love' with the panel, e-mailed him to find out where he got it and then contacted Aerotronics who warned me that it would require additional fitting. They and Henkjan are right! I'm not sure I went about it the best way, but the 1st 3-4 links on this page show how I mounted the panel to the fuse/upper fwd fuse. <http://deemsv10.com/upperfwdfuseinstallationlogindex.html> There are several other pages that show the installation. as well. I am VERY happy with the end result so far, it is aesthetically pleasing to me, however it took a lot of additional work. (I still have to reset the copilot subpanel as it is slightly crooked)  
<http://deemsv10.com/album/Panel/slides/DSC05574.html>. One thing to be aware of is that the design of this panel restricts the use of the available 'real estate' so if you have a lot of components that you want to put in the panel, make sure they will all fit. I also made a center console to match to it as well.  
<http://deemsv10.com/album/Sec%2041%20Upper%20Fwd%20Fuse%20Install/slides/DSC03024.html>

Deems Davis # 406  
'Its all done....Its just not put together'  
<http://deemsv10.com/>

Henkjan van der Zouw wrote:

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> center console as well!  
> Additional fitting work?.....a lot!  
>  
> Best regards  
> Henkjan  
>

---

From: *<jim(at)CombsFive.Com>*  
Subject: *Re: Dual LightSpeed*  
Date: *May 20, 2008*

Don,

There should have been a manual included with your LightSpeed ignition. The same manual is on their web site:

<http://www.lightspeedengineering.com/Manuals/Ignition.htm>

It's pretty well written and explains all the installation and testing process.

Jim Combs  
N312F - Finishing

=====  
 From: Don McDonald <building\_partner(at)yahoo.com>  
 Date: 2008/05/19 Mon PM 10:48:58 EDT  
 Subject: RV10-List: Dual LIghtspeed

Probably got myself in over my head, but I had dual lightspeeds installed on my IO540 from Performance Engines.... has anyone else gone through the process of hooking up the coils and tach's? I've got an AF3500 with a backup std Van's tach.

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Don McDonald  
 Finishing #40636

---

From: ["Bob-tcw" <rnewman\(at\)tcwtech.com>](mailto:rnewman(at)tcwtech.com)  
 Subject: [Garmin 530 memory battery](#)  
 Date: [May 20, 2008](#)

Last weekend while flying our Glstar I was greeted by a message on my Garmin 530 , "Internal Memory Battery Low". When I got home I looked up the error message in the big handbook, it says take the unit to the nearest authorized Garmin dealer and have the battery changed. This battery apparently backs-up the onboard memory which holds flightplans and other user data. Well, I just couldn't resist the temptation to look under the hood to see how "replaceable" this battery is. As I'm well aware, a trip to the Garmin Dealer usually makes a trip to the Lexus dealer look like a kids play.

I found the battery and well its not for the faint of heart, and for those who don't mind watching open heart surgery I've included a picture of my 530 laid out on the table. The battery is a commonly available Sanyo Lithium cell # CR15250SE with solder tabs available from Newark Electronics and others for about \$6. The battery is soldered into a circuit board deep inside the unit and also has a little dab of adhesive for good measure. The good news is that although the battery is deep inside the 530, everything inside the unit is very connectorized and modular, about 20 screws removed and a half a dozen connectors disconnected and you are to the pc board with the battery. The battery comes off with standard desoldering techniques and the new battery is installed in a flash.

With the unit all reassembled it was back to the field for the moment of truth. All is well and after reacquiring its location my GNS530 is happy again.

Oh yeah, the original battery lasted just shy of 10 years.

Bob Newman  
 TCW Technologies  
[www.tcwtech.com](http://www.tcwtech.com)

---

Date: [May 20, 2008](#)  
 Subject: [Garmin 530 memory battery](#)  
 From: ["William Curtis" <wcurtis\(at\)nerv10.com>](mailto:wcurtis(at)nerv10.com)

Bob,

You did not take advantage of the WAAS upgrade for the 530 while it was \$1500? Garmin pretty much replaces the whole innards with the upgrade. Oh well, next time if you are not so adventurous, try Charlie Blackert at Airport Radio over at Braden (N43). As a Garmin authorized dealer he can do this stuff for an hour or so of labor and the cost of the battery. He replaced the sticking buttons on my 430 a while back.

William  
<http://nerv10.com/wcurtis/>

----- Original Message -----

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>  
 >

> Bob Newman  
> TCW Technologies  
> www.tcwtech.com

---

**Subject:** *Re: Aerotronics RV-10 Panel*  
**From:** "AirMike" <Mikeabel(at)Pacbell.net>  
**Date:** *May 20, 2008*

They did my panel for me - awesome. See my post previously put on this site under "Aerotronics - Blatant plug for - Plug & Play panel".

They are very complete. You do need to do a lot of finish wiring, but I went to Billings (They are also at OSH) to pick it up. They gave me three hours of training in finish wiring. Basically they give you a bunch of connectors to just conjoin with their connectors already on the panel. Very simple and the directions are excellent (diagrams).

I figure that they saved me about 400 hours of build time and infinite aggravation. Plus it looks really professional. Their pricing is not cheap, but for what you get it is a bargain. If you need support or have questions, it is included - no extra charge for the 1st year.

-----  
OSH '08 or Bust (busted) be there in "09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184120#184120>

Attachments:

[http://forums.matronics.com/files/a\\_panel\\_136.jpg](http://forums.matronics.com/files/a_panel_136.jpg)

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**Date:** *May 20, 2008*  
**From:** *Don McDonald <building\_partner(at)yahoo.com>*  
**Subject:** *Re: Garmin 530 memory battery*

To top it off, a call to Garmin would have been the order of the day.... to get an estimate, of course. I'm quite sure it would have made your day.  
Don Finishing 40636

Bob-tcw wrote:

Last weekend while flying our Glastar I was greeted by a message on my Garmin 530, "Internal Memory Battery Low". When I got home I looked up the error message in the big handbook, it says take the unit to the nearest authorized Garmin dealer and have the battery changed. This battery apparently backs-up the onboard memory which holds flightplans and other user data.

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Bob Newman  
TCW Technologies  
www.tcwtech.com

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**Subject:** *Fiberglass Wing Tip Installation - simple efficiency*  
**From:** "AirMike" <Mikeabel(at)Pacbell.net>  
**Date:** *May 20, 2008*

Reference to page 24-3 of the plans on the installation of the wing tips.

I have pre-fitted the tip using "step 1" and drilled/clecoed #40 the attach holes. It seems to line up pretty good. I do not understand why you want to remove the wing tip per "Step 2"

It would seem better to just finish drill #28 right thru the aluminum and the fiberglass to maintain alignment and keep the fiberglass from puckering. After drilling you can detach the tip and do the dimpling, deburring, countersinking and aligning the nut plates.

Is there something that I am missing here.

-----



OSH '08 or Bust (busted) be there in "09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184139#184139>

---

**Subject:** *Re: Fiberglass Wing Tip Installation - simple efficiency*  
**From:** *"Michael Wellenzohn" <rv-10(at)wellenzohn.net>*  
**Date:** *May 21, 2008*

I guess they want to be sure that no chips are caught between the fiberglass and the aluminum.

Michael

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184142#184142>

---

**Subject:** *Rigging-aileron v flaps*  
**Date:** *May 21, 2008*  
**From:** *pilotdds(at)aol.com*

I am reassembling control surfaces after new paint and have discovered the ailerons are about .125 of an inch higher than the flaps in the reflex position when measured at the trailing edge. The aircraft has 175 hours since my first flight. It=C2- has required significant rudder trim-solved with a fixed tab, and a slightly heavy right wing-3 gallons of fuel. The ailerons are symmetrical when the stick is neutral that is both trailing edges are above the flaps by an equal amount. Any thoughts from other builders.

-----Original Message-----

From: Les Kearney <kearney(at)shaw.ca>  
Sent: Sun, 16 Mar 2008 8:18 am  
Subject: RV10-List: Silpruf / Window Installation and other magic

Hi

=C2-

One the strength of Dave Saylor's recommendation and other comments, I purchased the AirlinkTech video on using Silpruf to set install windows. The video can be found at: <http://tinyurl.com/2ndhr9>

=C2-

I watched the video last night and have a few comments, FWIW.

=C2-

First, a big negative - it=99s on a VHS tape not on a DVD. After that it was a very nice "how to" video.

=C2-

In short the process used is to mask the windows and then set them in place on small Silpruf standoffs that keep the windows flush with the canopy. A bead of Silpruf is used to install the windows. Screw on clecos are used to keep everything in place while things dry.

=C2-

The video is very detailed and shows everything required, step by step. It explains how and why to mask the windows to get a nice sharp reveal. It also shows how to trim the windows for a perfect fit.

=C2-

A groove (about 1/8") is left between the windows and the canopy. After painting, Silpruf is used to fill the groove. =C2-Apparently Silpruf cannot be painted so you must pick a Silpruf colour that works with your paint scheme.

=C2-

At first blush there seems to be some obvious advantages to this method they being:

=C2-

=C2=B7=C2-=C2-=C2-=C2-=C2-=C2-=C2- The Silpruf has a long working time so you don=99t have to play =9Cbeat the clock =9D when installing.

=C2=B7=C2-=C2-=C2-=C2-=C2-=C2-=C2-=C2- The Silpruf is non reactive so you can use normal masking tape to setup the =9Creveal =9D edges. You will have lots of time to get everything just right before you have to remove the masks.

=C2=B7=C2-=C2-=C2-=C2-=C2-=C2-=C2-=C2- The Silpruf is flexible so there won=99t be cracks in the paint / caulking around the window

WS

=C2=B7=C2=C2=C2=C2=C2=C2=C2=C2- In the event that a window needs to be replaced. It would be a much easier job to remove & replace the window \*I think\*.

=C2=B7=C2=C2=C2=C2=C2=C2=C2=C2- You are not glassing onto a window with all the associated issues with sanding etc. As someone mentioned in an earlier post, with windows you can't fix a screw up with an OOPS rivet.

=C2=B7=C2=C2=C2=C2=C2=C2=C2=C2- Before curing and after, excess along the groove can be easily removed.

=C2-

A quick search shows that Silpruf is available in a wide choice of colours including: White, Black, Limestone, Light Grey, Aluminium, GreyDark, Grey, Precast White and Bronze.

=C2-

Right after I watched the video I checked the plans to see how the front window is installed. My recollection was there was no joggle at the bottom of the front windscreen. Using Silpruf on the front windscreen would, I think, require building a joggle and then trimming the window to fit. I just noticed that Dave noted this rework in one of his posts as well.

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The video is very detailed and shows everything required, step by step. It explains how and why to mask the windows to get a nice sharp reveal. It also shows how to trim the windows for a perfect fit. If you are contemplating using this method, get the video, it is well worth the cost.

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Anyway, I for one plan to use this method on the side windows. I still have a lot of time to contemplate the front windscreen..

=C2-

Cheers

=C2-

Les Kearney

#40643 =93 moving from rivets to systems

C-GCWZ

=C2-

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=- the many List utilities such as List Un/Subscription,  
=- Archive Search & Download, 7-Day Browse, Chat, FAQ,  
=- Photoshare, and much much more:  
=- --> <http://www.matronics.com/Navigator?RV10-List>  
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=====

=- - List Contribution Web Site -  
=- Thank you for your generous support!  
=- -Matt Dralle, List Admin.  
=- --> <http://www.matronics.com/contribution>  
=====

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From: "Rene Felker" <[rene\(at\)felker.com](mailto:rene(at)felker.com)>  
Subject: [Rigging-ailerons v flaps](#)  
Date: *May 21, 2008*

This might not be much help, but I did have to readjust my right flap due to airframe contact. It had a heavy left wing. So I would think that it may be your flap rigging.

Rene' Felker

RV-10 N423CF Flying

801-721-6080

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of  
pilotdds(at)aol.com  
Sent: Wednesday, May 21, 2008 10:22 AM  
Subject: RV10-List: Rigging-ailerons v flaps

I am reassembling control surfaces after new paint and have discovered the ailerons are about .125 of an inch higher than the flaps in the reflex position when measured at the trailing edge. The aircraft has 175 hours since my first flight. It has required significant rudder trim-solved with a fixed tab, and a slightly heavy right wing-3 gallons of fuel. The ailerons are symmetrical when the stick is neutral that is both trailing edges are above the flaps by an equal amount. Any thoughts

from other builders.

-----Original Message-----

From: Les Kearney <kearney(at)shaw.ca>  
Sent: Sun, 16 Mar 2008 8:18 am  
Subject: RV10-List: Silpruf / Window Installation and other magic

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In short the process used is to mask the windows and then set them in place on small Silpruf standoffs that keep the windows flush with the canopy. A bead of Silpuf is used to install the windows. Screw on clecos are used to keep everything in pace while things dry.

The video is very detailed and shows everything required, step by step. It explains how and why to mask the windows to get a nice sharp reveal. It also shows how to trim the windows for a perfect fit.

A groove (about 1/8") is left between the windows and the canopy. After painting, Silpruf is used to fill the groove. Apparently Silpruf cannot be painted so you must pick a Silpuf colour that works with your pain scheme.

At first blush there seems to be some obvious advantages to this method they being:

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#40643 =93 moving from rivets to systems

C-GCWZ

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Stay informed, get connected and more  
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<http://www.matronics.com/Navigator?RV10-List>  
<http://www.matronics.com/contribution>

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Date: *May 21, 2008*  
From: *Darton Steve <[sfdarton\(at\)yahoo.com](mailto:sfdarton(at)yahoo.com)>*  
Subject: *Re: Rigging-aileron v flaps*

I would not worry about the aileron rigging as much as being sure that the flaps don't need to be raised to be in the proper position. The Citation I fly has the ailerons rigged both about .375" up, it flies great. I've heard of aircraft racers intentionally rigging ailerons this way to reduce drag.

Steve 40212  
--- pilotdds(at)aol.com wrote:

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> To: [rv10-list\(at\)matronics.com](mailto:rv10-list(at)matronics.com)  
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>  
>  
>  
> Cheers  
>  
>  
>  
> Les Kearney  
>  
> #40643 moving from rivets to systems  
>  
> C-GCWZ  
>  
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>  
>  
> == - The RV10-List Email Forum -  
> == Use the Matronics List Features Navigator to  
> browse  
> == the many List utilities such as List  
> Un/Subscription,  
> == Archive Search & Download, 7-Day Browse, Chat,  
> FAQ,  
> == Photoshare, and much much more:  
> == -->  
> <http://www.matronics.com/Navigator?RV10-List>  
> =====  
> MATRONICS WEB FORUMS -  
> == Same great content also available via the Web  
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> == --> <http://forums.matronics.com>  
> ===== - List  
> Contribution Web Site -  
> == Thank you for your generous support!  
> == -Matt Dralle, List  
> Admin.  
> == --> <http://www.matronics.com/contribution>  
> =====  
>

---

**Subject:** [Crow Harnesses](#)  
**From:** ["dmaib\(at\)mac.com"](mailto:dmaib(at)mac.com) <[dmaib\(at\)mac.com](mailto:dmaib(at)mac.com)>  
**Date:** *May 21, 2008*

I am planning on ordering Crow harnesses and would like to know if anybody knows the correct measurements for front and rear seats? Shoulder harnesses and lap belts. [Question]

-----  
David Maib  
RV-10 #40559

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184229#184229>

---

**Subject:** [2008 OSH RV-10 HQ Camping](#)  
**Date:** *May 21, 2008*  
**From:** ["Condrey, Bob \(US SSA\)"](mailto:bob.condrey(at)baesystems.com) <[bob.condrey\(at\)baesystems.com](mailto:bob.condrey(at)baesystems.com)>

It's that time! <http://www.airventure.org/>

The past couple of years Gary Specketer and I (and Brenda and Susan) have arrived the Monday afternoon/evening before AirVenture starts and reserved/staked out camping sites Tuesday for others. This year AirVenture starts on 7/27 and runs through 8/3 which means that we'll stake out the sites on Tuesday 7/22. Because our sites weren't 100% contiguous last year we (Gary, Tim Olson and I) discussed the possibility of doing it even earlier this year but to have any measurable impact on location that would mean having to stake them out before the weekend and that means significant additional cost (+\$80 per site) for little gain. We wouldn't get much closer but would potentially have the group closer together. As it was last year, we had about 4 groups of 4-8 sites each that were all either directly across or diagonally across from each other. If you are interested in reserving a site starting 7/18 instead of 7/22, Tim has offered to go over and stake them out.

For those that haven't participated before and/or need a refresher on how it works - Camp Scholler is VERY large and EAA does not support reservations - first come, first served. By arriving early the week prior we've always been able to get very close to the entrance just south of Hangars B and C. There are shower facilities along with a camp store within 5 minutes walking time of where we normally camp, but the sites themselves do not have water, sewer or electrical hookups. Many people have generators either built in or standalone and those are allowed between the hours of 6AM and 10PM. There is also a service that will dump the tanks on your RV (wheeled sort) for a reasonable fee. EAA will not allow sites to be staked out without registration tags and in order to get a tag you have to pay for the site. They charge a daily rate of \$20 from the day the site is registered until the end of the show (counting Sunday night) and will refund any unused days if you leave early (with a 3 day minimum). That makes the total \$260 if you were to stay for the entire show. Last year we did have several people come for the first few days and then "hand off" their site to somebody else that was only coming for that last few days. Tim posted a lot of info on his website along with attendee contact info to facilitate this coordination. For this you receive a campsite (approximately 20x30) registered in your name, a car pass which allows you to drive into Camp Scholler and the ability to park without additional cost. While you will likely have an empty camp site with your name on it for a few days, it will guarantee you a close spot.

Last year we had 20+ sites and a few large group cookouts (not limited to campers) that were very popular and will do so again this year. Gary and I are willing to run and get the food etc. and provide wheels for those who need them. We will put out a free will offering basket and you can contribute what you think its worth. We don't want to make money on this but would like to offset the cost of food. If there is surplus we'll use it as seed money for the next night or for something to benefit the group. We don't have specific nights picked out - if it's anything like last year there will be several. We also had a surplus from the last evening cookout and will use that this year to acquire an "extra" site that won't have anybody camping on it and use that to supplement our seating/chatting/eating area.

As Gary noted last year, we are just willing to serve, don't have all the details worked out and are open to suggestions. Let us know your thoughts and we will refine the plan. The one thing that wound up being difficult last year was decided which site to assign to each person. Last year we used a rationale based on arrival time and type of camper (we didn't put tent campers next to a Class A motor home, etc) and tried to take into account who would have kids along, etc. We're certainly open to ideas on this but until we actually get to OSH we won't know how things will be laid out.

If you are interested in camping with the group you should first register on Tim's website at <http://www.myrv10.com/osh.html>. You will get a password back and will then have access to a protected area with contact info for others attending OSH this year. You will then need to send your payment along with EAA number to me. As we found out last year, the EAA number is important! While last minute additions can be

accommodated, I'd like to make that the exception rather than the rule. I can accept payment either by check or PayPal, but because PayPal charges a fee to the recipient of about \$7 on that amount, I'd ask that you include that in your payment (total of \$267) if you chose to go that way. All of the sites will be paid for by check so you will get a refund check directly from EAA as you leave the camping area if/when you leave early. If you want to have a site staked out starting on 7/18, please contact Tim directly.

A map will be posted as soon as we get the sites staked out. Even if you don't chose to camp with us, please feel free to stop by.

Let the fun begin!

Bob Condrey

N442PM (#40105) flying

---

**Subject:** [Ground Power Unit / Auxiliary Power Unit](#)  
**Date:** [May 21, 2008](#)  
**From:** ["Robin Marks" <robin1\(at\)mrmoisture.com>](mailto:robin1(at)mrmoisture.com)

I am approaching the point where I will need to have my glass panel fully operational for hours on end while sitting in my hangar. I was told that hooking up a battery charger to my battery while running the avionics is a BAD idea as the electrical current out of the charger is not "conditioned" and the power spikes could damage my avionics. Whoops... Seems to me that for the price of a mid-sized luxury car made in Stuttgart there would be an inline electrical conditioner as part of the avionics suite.

Back to my question. I have placed several 12V cigarette adapters including one in the baggage area plumbed direct to my primary battery - hot all the time. What is the best way to continually provide "safe" power to my battery to support my avionics for extended use on the ground?

Thanks,

Robin

RV-4                   Sold

RV-6A               425 Hours

RV-10               Avionics Up & Running (Draining)

---

**Date:** [May 21, 2008](#)  
**From:** [Tim Olson <Tim\(at\)MyRV10.com>](mailto:Tim(at)MyRV10.com)  
**Subject:** [Re: 2008 OSH RV-10 HQ Camping](#)

Thanks for kicking it off Bob!

I've been getting some of the web stuff in place for OSH 2008 already so you'll start seeing more and more information pop up there regarding the show and our camping. There isn't any urgent need to do anything TODAY on this, so digest it and in June you should start nailing the plans down and sending payments if you want to reserve campsites.

As Bob mentioned a couple times, I myself will be going over Friday July 18th to grab my own site, and actually at least 4 others. We realize we'll be paying a little more for this, but that's how first-come first-served works. Since we know not everyone will want to pay perhaps \$80 extra for the earlier spot reservations, we'll juggle the requests accordingly. Ideally we'd get the largest number possible in a contiguous area. If you have a large camper, you may want to reserve on the early side so you can choose large sites.

This year I'm pumped and ready to go. I even picked up a brand new Honda generator this year just for the show. If anyone wants my "used once" 2-cycle 1200W generator that I had there last year, it's yours for under \$100.

I'll be bringing the plane again this year of course, and we welcome as large a crowd as we can gather.

Tim Olson - RV-10 N104CD - Flying

Condrey, Bob (US SSA) wrote:

> Its that time! <http://www.airventure.org/>

>

>

>

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>  
> Let the fun begin!  
>  
>  
>  
> Bob Condrey  
>  
> N442PM (#40105) flying  
>  
>  
> \*

---

From: *"Chris and Susie McGough"* <VHMUM(at)bigpond.com>  
Subject: *Re: Rigging-aileron v flaps*  
Date: *May 22, 2008*

Following the directions from Vans mine were also up about the same so I  
adjusted the push rods at the wing route.

Chris 388  
----- Original Message -----  
From: pilotdds(at)aol.com  
To: rv10-list(at)matronics.com



Sent: Thursday, May 22, 2008 2:21 AM  
Subject: RV10-List: Rigging-ailerons v flaps

I am reassembling control surfaces after new paint and have discovered the ailerons are about .125 of an inch higher than the flaps in the reflex position when measured at the trailing edge. The aircraft has 175 hours since my first flight. It has required significant rudder trim-solved with a fixed tab, and a slightly heavy right wing-3 gallons of fuel. The ailerons are symmetrical when the stick is neutral that is both trailing edges are above the flaps by an equal amount. Any thoughts from other builders.

-----Original Message-----

From: Les Kearney <kearney(at)shaw.ca>  
To: rv10-list(at)matronics.com  
Sent: Sun, 16 Mar 2008 8:18 am  
Subject: RV10-List: Silpruf / Window Installation and other magic

Hi

One the strength of Dave Saylor's recommendation and other comments, I purchased the AirlinkTech video on using Silpruf to set install windows. The video can be found at: <http://tinyurl.com/2ndhr9>

I watched the video last night and have a few comments, FWIW.

First, a big negative - it=99s on a VHS tape not on a DVD. After that it was a very nice "how to" video.

In short the process used is to mask the windows and then set them in place on small Silpruf standoffs that keep the windows flush with the canopy. A bead of Silpuf is used to install the windows. Screw on clocos are used to keep everything in place while things dry.

The video is very detailed and shows everything required, step by step. It explains how and why to mask the windows to get a nice sharp reveal. It also shows how to trim the windows for a perfect fit.

A groove (about 1/8") is left between the windows and the canopy. After painting, Silpruf is used to fill the groove. Apparently Silpruf cannot be painted so you must pick a Silpuf colour that works with your pain scheme.

At first blush there seems to be some obvious advantages to this method they being:

=C2=B7 The Silpruf has a long working time so you don=99t have to play =9Cbeat the clock=9D when installing.

=C2=B7 The Silpruf is non reactive so you can use normal masking tape to setup the =9Creveal=9D edges. You will have lots of time to get everything just right before you have to remove the masks.

=C2=B7 The Silpruf is flexible so there won=99t be cracks in the paint / caulking around the windows

=C2=B7 In the event that a window needs to be replaced. It would be a much easier job to remove & replace the window \*I think\*.

=C2=B7 You are not glassing onto a window with all the associated issues with sanding etc. As someone mentioned in an earlier post, with windows you can=99t fix a screw up with an OOPS rivet.

=C2=B7 Before curing and after, excess along the groove can be easily removed.

A quick search shows that Silpruf is available in a wide choice of colours including: White, Black, Limestone, Light Grey, Aluminium, GreyDark, Grey, Precast White and Bronze.

Right after I watched the video I checked the plans to see how the front window is installed. My recollection was there was no =9Cjoggle=9D at the bottom of the front windscreen. Using Silpruf on the front windscreen would, I think, require building a joggle and then trimming the window to fit. I just noticed that Dave noted this rework in one of his posts as well.

The video is very detailed and shows everything required, step by step. It explains how and why to mask the windows to get a nice sharp reveal. It also shows how to trim the windows for a perfect fit. If you are contemplating using this method, get the video, it is well worth the cost.

Anyway, I for one plan to use this method on the side windows. I still have a lot of time to contemplate the front windscreen..

Cheers

Les Kearney  
#40643 =93 moving from rivets to systems  
C-GCWZ

et=blank><http://www.matronics.com/Navigator?RV10-List>  
://forums.matronics.com  
lank><http://www.matronics.com/contribution>

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Stay informed, get connected and more with AOL on your phone.

Date: *May 21, 2008*  
From: *Larry Rosen <LarryRosen(at)comcast.net>*  
Subject: *Re: Ground Power Unit / Auxiliary Power Unit*

Below are two posts by Bob Nuckolls on the Aeroelectric list. Hope they help. Larry

> --> AeroElectric-List message posted by: "Ralph E. Capen"  
>  
>  
> No replies to my initial post, so trying again...  
>  
> Should there be any issues in running my electrical system with a  
> power supply instead of the alternator/engine running? I have a  
> battery in the circuit (PC680).  
> Do I need to connect the power supply directly to the battery or can I  
> hook it to my shunt to simulate the power coming from the alternator?  
>  
> Just want to make sure that I don't fry anything....

Some years ago I sold a 13.8 volt, 25A switchmode power supply along with instructions on how to wire it to the aircraft such that it emulated the ship's alternator. This allowed a builder to fire up all but the heaviest loads on the electrical system and to exercise all the systems just as if the engine were running and the alternator was turned ON.

If you have a well behaved power supply (13.8 volts preferred, current limited against accidental shorts) then you can basically hook it up about anywhere. Across the battery is fine. This makes the battery master capable of disconnecting your supply from system by turning the battery master OFF.

See:

<http://www.mpja.com/prodinfo.asp?number=5386+PS>

also, the various smart-chargers with more robust outputs like those shown on pages 6 and 7 of:

[http://www.schumacherproducts.com/assets/pdf/sec\\_catalog.pdf](http://www.schumacherproducts.com/assets/pdf/sec_catalog.pdf)

can be used. Again, just connect across the battery, plug into wall and use the battery master for control.

Wall-Mart sells several of these models. Get one with 10A or more capability.

Bob . . .  
Second one:

--> AeroElectric-List message posted by: "Robert L. Nuckolls, III"

> >--> AeroElectric-List message posted by: "J. McCulley"  
> >  
> >  
> >Can someone recommend a source/model of bench power supply using 110V AC  
> >input with 12V DC output, capable of up to 15 amps DC? Thanks,  
> >  
> >Jim McCulley  
>

Do you really want 12v . . . or are you interested in simulating an operating vehicle? 13.8v is a nominal bench supply setting for emulating bus voltage. Here's a supply I used to sell until they got so cheap that the margins didn't fit my business model any more . . .

<http://www.radiodan.com/misc/samlex1223.htm>

<http://www.universal-radio.com/catalog/hamps/3747.html>

<http://www.aaradio.com/cartfile/misc%20html/samlex.html>

Bob . . .

Robin Marks wrote:

>  
> I am approaching the point where I will need to have my glass  
> panel fully operational for hours on end while sitting in my hangar. I  
> was told that hooking up a battery charger to my battery while running  
> the avionics is a BAD idea as the electrical current out of the charger  
> is not "conditioned" and the power spikes could damage my avionics.  
> Whoops... Seems to me that for the price of a mid-sized luxury car made  
> in Stuttgart there would be an inline electrical conditioner as part of  
> the avionics suite.  
> Back to my question. I have placed several 12V cigarette  
> adapters including one in the baggage area plumbed direct to my primary  
> battery - hot all the time. What is the best way to continually provide  
> "safe" power to my battery to support my avionics for extended use on  
> the ground?  
>  
> Thanks,  
> Robin  
> RV-4 Sold

> RV-6A 425 Hours  
> RV-10 Avionics Up & Running (Draining)  
>  
>  
>

---

**From:** [Indran Chelvanayagam <dc71\(at\)netspace.net.au>](mailto:Indran.Chelvanayagam@netspace.net.au)  
**Subject:** [Re: Ground Power Unit / Auxiliary Power Unit](#)  
**Date:** *May 22, 2008*

I've used an old computer ATX power supply - soldering several of the 12V wires together, as well as several of the ground wires together. Battery bypassed altogether. Cheap & effective.

Indran  
On 22/05/2008, at 4:59 AM, Robin Marks wrote:

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> panel fully operational for hours on end while sitting in my hangar. I  
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>  
>

---

**From:** ["David McNeill" <dml46007\(at\)cox.net>](mailto:dml46007(at)cox.net)  
**Subject:** [tent camp site needed for THR,FRI,SAT](#)  
**Date:** *May 21, 2008*

Cluade and I plan to tent (8' by 8') camp on a site for the THR,FRI,SAT of the show. We will attend the RV BBQ if we are there when it is held. I already have purchased four tickets for the Vans dinner. If possible we will camp on the end of some else's site and pay them for the three nights. Our plan is to bring a tent and coffee making equipment and a beer cooler. we will eat on the field. If someone will let us camp on the end of their site, please advise off list.

---

**From:** ["Carl Froehlich" <carl.froehlich\(at\)cox.net>](mailto:carl.froehlich(at)cox.net)  
**Subject:** [Ground Power Unit / Auxiliary Power Unit](#)  
**Date:** *May 21, 2008*

Standard Astron 20A regulated power supply, less than \$100. There is no need to have the battery connected.

Here is one of many places to buy one.  
<http://www.hamradio.com/web/newcat/hrocat6.pdf>

Carl Froehlich  
RV-8A (400 hrs)  
RV-10 (flaps)

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>  
>

---

**Subject:**        *Re: GA airports for Chicago - Add on Detroit (Red Bull)*  
**From:**           *"geoff Combs" <g.combs58(at)yahoo.com>*  
**Date:**            *May 21, 2008*

Tim you might try Grosse Ile (Iden) KONZ. I am planning on flying in there. It is about 30 minute drive. They are having a big carnival there that weekend for kids also. I have flown in there before. You can get a car rental if you need it. It is right on the river about 10 miles south of the races.

Geoff Combs

-----  
Build QB RV-10 N829GW

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184293#184293>

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**From:**            *"Wayne Edgerton" <wayne.e(at)grandecom.net>*  
**Subject:**         *Gascolator*  
**Date:**            *May 21, 2008*

I'm just finishing up my annual condition inspection and I've had two A&P's ask me why my plane isn't equipped with a gascolator, to which I didn't have a very good response other "I dunno". I searched the archive a there were a couple of entries, one being from Randy DeBauw saying he didn't know of any RV10 with a gascolator installed, but his post was nearly three years ago. Has anyone installed or considering installing a gascolator?

I know that the plans don't show or call for the installation of a gascolator. The point they made with me is where does any accumulated water in the fuel go then.

Wayne Edgerton N602WT

Heading up through Alaska next month with the 10.

---

**From:**            *"David McNeill" <d1m46007(at)cox.net>*  
**Subject:**         *Gascolator*  
**Date:**            *May 21, 2008*

I owned a C177RG for 29 years and the FAA ADed a gascolator after about 1977. In all those years I never had water in the gascolator or lower fuel sumps. In fact I found water in the wing fuel tank sumps only twice after an FBO pumped in the water from contaminated fuel/water. BTW; one of those times was during OSH.

The only thing the gascolator provided was another maintenance item which required changing the seals every few years which was always located in a very difficult position on the firewall.

another A&Ps view

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Wayne Edgerton  
Sent: Wednesday, May 21, 2008 8:41 PM  
Subject: RV10-List: Gascolator

I'm just finishing up my annual condition inspection and I've had two A&P's ask me why my plane isn't equipped with a gascolator, to which I didn't have a very good response other "I dunno". I searched the archive a there were a couple of entries, one being from Randy DeBauw saying he didn't know of any RV10 with a gascolator installed, but his post was nearly three years ago. Has anyone installed or considering installing a gascolator?

I know that the plans don't show or call for the installation of a gascolator. The point they made with me is where does any accumulated water in the fuel go then.

Wayne Edgerton N602WT

Heading up through Alaska next month with the 10.

---

**Subject:**        *Re: Fiberglass Wing Tip Installation - simple efficiency*  
**From:**            *"AirMike" <Mikeabel(at)Pacbell.net>*  
**Date:**            *May 21, 2008*

Very interesting and informative. It seems that the wing tips only affix to the aluminum part ONE WAY - tight. But the trailing 8-10" seems to be the area in question - is that correct ?

>From what I can extrapolate is it ok to affix the forward part (in front of the aileron hinge) and then split the rear and install the reinforcing section after the ailerons are fitted and trimmed for flight ?? That way the trailing edge is perfectly trimmed with the aileron ???

Boy it is great having this resource !!!!! Kuddos to Matt.

-----  
OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184304#184304>

---

Date: *May 21, 2008*  
Subject: *Gascolator*  
From: *"William Curtis" <wcurtis(at)nerv10.com>*

Let me guess, these A&P's are used to working on high wing airplanes right? I tell you, you give some guy a hammer and everything looks like a nail.

The primary purpose of a gascolator is to "filter" water out of fuel that settles. It can capture settling water but even a gascolator cannot capture water being forced by a pump. Since water is heavier than fuel, in order for a gascolator to perform its function, it needs to be at the lowest point in the fuel system. In a high wing aircraft, gascolator placement at a point lower than the fuel tanks is relatively easy. In a low wing aircraft it is difficult to place a gascolator lower than the fuel tanks so any benefits from filtering out settling water is negligible. You can certainly put one on a low wing aircraft, however the benefits are typically not worth the effort.

The accumulated water go out the individual tank drains. Those are the lowest point in the fuel system.

William  
<http://nerv10.com/wcurtis/>

----- Original Message -----

> I'm just finishing up my annual condition inspection and I've had two A&P's ask me why my plane isn't equipped with a gascolator, to which I didn't have a very good response other "I dunno". I searched the archive a there were a couple of entries, one being from Randy DeBauw saying he didn't know of any RV10 with a gascolator installed, but his post was nearly three years ago. Has anyone installed or considering installing a gascolator?

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>  
> Wayne Edgerton N602WT  
>  
> Heading up through Alaska next month with the 10.

---

From: *"Dave Saylor" <Dave(at)AirCraftersLLC.com>*  
Subject: *Ground Power Unit / Auxiliary Power Unit*  
Date: *May 21, 2008*

Robin,

About 3 years ago I built an APU for our needs here in the shop. It consists of four medium size Walmart car batteries, a sturdy cart, a small automatic trickle charger, and an old volt meter. We use it for starting and for general 12V power supply needs. The trickle charger is hard wired so when it's plugged in, it's charging. We plug it in overnight about once a week. I don't think I've ever seen it drop below about 11.5 volts. It's jumped a lot of dead batteries and seen several people through the new panel fiddling stage, completely worry free. I think I have about \$200 in it.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
[www.AirCraftersLLC.com](http://www.AirCraftersLLC.com)

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Robin Marks  
Sent: Wednesday, May 21, 2008 1:59 PM  
Subject: RV10-List: Ground Power Unit / Auxiliary Power Unit

I am approaching the point where I will need to have my glass panel fully operational for hours on end while sitting in my hangar. I was told that hooking up a battery charger to my battery while running the avionics is a BAD idea as the electrical current out of the charger is not "conditioned" and the power spikes could damage my avionics. Whoops... Seems to me that for the price of a mid-sized luxury car made in Stuttgart there would be an inline electrical conditioner as part of the avionics suite.

Back to my question. I have placed several 12V cigarette adapters including one in the baggage area plumbed direct to my primary battery - hot

all the time. What is the best way to continually provide "safe" power to my battery to support my avionics for extended use on the ground?

Thanks,  
Robin  
RV-4                   Sold  
RV-6A       425 Hours  
RV-10               Avionics Up & Running (Draining)

---

Subject:            [Re: Fiberglass Wing Tip Installation - simple efficiency](#)  
Date:                [May 22, 2008](#)  
From:                ["McGANN, Ron" <ron.mcgann\(at\)baesystems.com>](mailto:ron.mcgann@baesystems.com)

I have no experience with splitting the trailing edge and attempting re-alignemnt. I think I read that Tim O. tried this and had to abandon a tip in favour of a new one, so I did not even try. I think I have also seen a post (from Jesse) about forming ('twisting?' the nose of the LE to raise/lower the aft edge. There is a bit in the archives on this. I would suggest the following order:

1.            make certain the flap and aileron are on the wing and in the trail position (flap fully up)
2.            align the trailing edge with aileron/flap (use tape to attach the tip to the wing)
3.            drill the tip to the fuse
4.            attach the tip.
5.            Check the length of the tip - if the tip is too long, remove it and apply some epoxy to beef up the inside of the TE in case you need to remove the epoxy at the the existing TE join. From what I can tell, you really don't want to separate the trailing edge.
6.            trim the tip and shape as required.

YMMV, but this is what I would do if I had to do it again.

Hope this helps  
Ron  
187

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
Sent: Thursday, 22 May 2008 2:06 PM  
Subject: RV10-List: Re: Fiberglass Wing Tip Installation - simple efficiency

Very interesting and informative. It seems that the wing tips only affix to the aluminum part ONE WAY - tight. But the trailing 8-10" seems to be the area in question - is that correct ?

>From what I can extrapolate is it ok to affix the forward part (in front of the aileron hinge) and then split the rear and install the reinforcing section after the ailerons are fitted and trimmed for flight ?? That way the trailing edge is perfectly trimmed with the aileron ???

Boy it is great having this resource !!!!! Kuddos to Matt.

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OSH '08 or Bust (busted) be there in "09 Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184304#184304>

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From:                [Jesse Saint <jesse\(at\)saintaviation.com>](mailto:jesse@saintaviation.com)  
Subject:            [Re: Fiberglass Wing Tip Installation - simple efficiency](#)  
Date:                [May 22, 2008](#)

I haven't been following this thread very closely, so I don't know what all has been said so far, but you can twist the leading edge up or down a little bit to raise or lower the trailing edge to line up with the aileron. This, of course, has to be done before drilling all of the holes. You can drill a couple to hold it in place with clecos to see if it is right, then move it a little and drill others until it is right, then you will need to reenforce the holes that were off before finishing the wing. We now use the hinge method of installation, which still uses the same technique for fitting it in the first place. I very much prefer using the hinge because it not only looks much better, IMHO, but it can make the tip much easier to take off and put back on during an inspection. We still use a few screws up in the front where a standard hinge can't handle the curve very well.

Jesse Saint  
Saint Aviation, Inc.  
jesse(at)saintaviation.com  
Cell: 352-427-0285  
Fax: 815-377-3694

On May 22, 2008, at 1:23 AM, McGANN, Ron wrote:

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> I have no experience with splitting the trailing edge and attempting  
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> 3. drill the tip to the fuse  
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> and apply some epoxy to beef up the inside of the TE in case you  
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> really don't want to separate the trailing edge.  
> 6. trim the tip and shape as required.  
>  
> YMMV, but this is what I would do if I had to do it again.  
>  
> Hope this helps  
> Ron  
> 187  
>  
> -----Original Message-----  
> From: owner-rv10-list-server(at)matronics.com  
> [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
> Sent: Thursday, 22 May 2008 2:06 PM  
> To: rv10-list(at)matronics.com  
> Subject: RV10-List: Re: Fiberglass Wing Tip Installation - simple  
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> checks are completed before installing any data sent in this email to  
> your computer."  
>  
>

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Date: *May 22, 2008*  
From: *Tim Olson <Tim(at)MyRV10.com>*  
Subject: *Re: Fiberglass Wing Tip Installation - simple efficiency*

I agree fully with Ron. I would absolutely make sure the flaps are mounted and all the way up, and that the ailerons are mounted too. I don't believe it matters a bit if the wing is on the plane though. Once the tip is in place, it can rotate around and cause the trailing edge to take different positions...not much, mind you but enough to make a difference. So what I did was to push the tip in place and forward to expand the fiberglass out to meet

the metal everywhere, and had a helper drill and cleco. You want that tip pushed in forward tight so the tip fills most of the gap between the tip and skin.....while maintaining the trailing edges of everything all in alignment. What you then have is a wingtip/aileron/flap combo that is all aligned in flight when the flaps are at -3 degrees in the reflex position.

If the tips are too long, and I was doing it all over again, I'd probably get it all drilled and fit in place and then trim the tip back to the length I needed...but if it was going to trim enough to split the upper and lower tip halves, I'd glass inside the tip further before I started...just to maintain the same relative positions. Of course, you'd still have to make the upper and lower skins meet at a taper, so you couldn't let the tip get too thick at the trailing edge. You could also match them up and drill and bold thru the trailing edges to maintain alignment. If they're over 3/4" too long though, it could get painful.

Tim Olson - RV-10 N104CD - Flying

McGANN, Ron wrote:

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>  
> Hope this helps  
> Ron  
> 187  
>

---

**Subject:** [Re: Ground Power Unit / Auxiliary Power Unit](#)  
**From:** "orchidman" <gary(at)wingscc.com>  
**Date:** *May 22, 2008*

Check out the article at  
<http://www.wikihow.com/Convert-a-Computer-ATX-Power-Supply-to-a-Lab-Power-Supply>  
I finished mine about a month ago and only did the 12v supply and left the other voltages alone. RadioShack had the banana connectors like I wanted for the plus and neg lead connectors and I used the switch on the back of the power supply as my on/off switch.  
The amperage available will be based on the size of the power supply you use.

-----  
Gary Blankenbiller  
RV10 - # 40674  
Fuselage SB  
(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184343#184343>

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**Date:** *May 22, 2008*  
**From:** "Doug Preston" <dougflyrv(at)gmail.com>  
**Subject:** [Re: Gascolator](#)

HAVE A SAFE, FUN TRIP WAYNE. BE SURE TO GIVE US A TRIP REPORT WHEN U GET BACK. A FEW OF US ARE PLANNING A WEST COAST TRIP IN SEPTEMBER. ANYONE WANT TO JOIN THE GAGGLE?  
DOUG PRESTON  
N372RV  
BHM

On Wed, May 21, 2008 at 10:41 PM, Wayne Edgerton wrote:

> I'm just finishing up my annual condition inspection and I've had two  
> A&P's ask me why my plane isn't equipped with a gascolator, to which I  
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> I know that the plans don't show or call for the installation of a  
> gascolator. The point they made with me is where does any accumulated water  
> in the fuel go then.  
>



> Wayne Edgerton N602WT  
>  
> Heading up through Alaska next month with the 10.  
>  
> \*  
>  
> \*  
>  
>

---

Date: *May 22, 2008*  
From: *Tim Olson <Tim(at)MyRV10.com>*  
Subject: *Re: 2008 OSH RV-10 HQ Camping*

Ok folks, here's a little more OSH camping info for you. Today I spent a few hours getting things ready to make it easier for you to get info and send payment stuff. (Which, by the way, can be done anytime in the next month and it won't be too late)

First, if you're not on the OSH list (also builders list), start by getting on that:  
<http://www.myrv10.com/osh.html>  
When you submit the form, it gives me the general base info that I use to fill in the builders list. It's a manual process, so don't be surprised if it takes me a couple days.

Then, once you have access to the builders list, you can view it here:  
<http://www.myrv10.com/osh.html>  
There you'll find more info that I'll update as we get closer to OSH, and have OSH planning links for you to download info.

Then, if you're going to get a campsite, we've got a little more and updated info for you, and I have a camping payment page here:  
<http://www.myrv10.com/builderslist/CampingPayments.html>  
(login required)

There are a couple of new things and changes. First, you can pay by check or by paypal. Doesn't matter to us which one you use. Paypal does charge fees, and we did a little quick math and found that the fees would run between \$8.50 and \$10.50, depending on the date you start your campsite reservations on, as it's based on the total you're sending. So, to make it simple, I rounded it off to an even \$10. Yeah, I know, Bob said \$7, but I don't want to see Bob come up short, and any extra on that will end up going to the common campsite that we're buying as a gathering place.

Now, if you pay by paypal, I also gave a couple options. First, some builders have asked if they can throw a little extra money our way, either for the group campsite, or just as a personal "thanks". To meet that request, I have 2 different payment buttons you can choose. One just pays us for camping, simple and easy. The other is a "Donation" button that you can use that will allow YOU to choose the total you send. The only thing I ask is that if you send any extra, let me know how you want it appropriated. We probably 1/2 funded the common site based on overpayments from our group dinners last year. I'm sure this year we'll have the same situation and Bob holds on to that extra to use the next year on our group site. But, if you want to throw anything into that site fund, just specify it. Otherwise, if you're one of those folks who just wants to say thanks, it's going to go towards some 100LL for N442PM, N204GS, and N104CD. :)

To see the campsite reservations so far, here's a link:  
[http://www.myrv10.com/osh/2008\\_Campsites.html](http://www.myrv10.com/osh/2008_Campsites.html)

Again, if you get a campsite, BE SURE to include your EAA number somewhere.

So we're finally ready to get those plans in place and be organized. I'll try to keep up on the stuff as fast as I can.

Oh, and anytime you want to update your info, just fill in the form at <http://www.myrv10.com/osh.html> and I'll just get it all updated for you. If you forgot your password, make sure to make a note in the comments area and I'll send it.

Tim

Condrey, Bob (US SSA) wrote:  
> Payment can be made by check (\$260) mailed to my home address:  
>  
> Bob Condrey  
>  
> 706 South Fillmore Circle  
>  
> Papillion, NE 68046  
>  
>  
>  
> Or via PayPal (\$267) using my email address:  
>  
> bob.condrey (at) baesystems.com  
>  
>  
>

> Please make sure you register on Tims website so that weve got your  
> info. Make sure that whatever method of payment you use that you  
> include your name, email address and EAA member number. I will drop you  
> a note via email to let you know that Ive received it.  
>  
>  
>  
> Feel free to email me direct or, if youre registered at at  
> <http://www.myrv10.com/osh.html>, give me a call if you have any questions  
> at the cell phone number listed for me.  
>  
>  
> Bob  
>

---

**Subject:** [Re: Ground Power Unit / Auxiliary Power Unit](#)  
**Date:** [May 22, 2008](#)  
**From:** ["Robin Marks" <robin1\(at\)mrmoisture.com>](#)

Thank you everyone for your quick and useful answers. It seems like an industrious type can cobble one together for under \$40.00. I opted for the:

Samlex SEC1235M  
30A unit for \$129.95  
<http://www.hamradio.com/web/newcat/hrocat6.pdf>

That unit includes a display meter for voltage/current. This is a lot better choice than the one from ACS for \$450+

Thanks,  
Robin

---

**Subject:** [west coast fly out](#)  
**Date:** [May 22, 2008](#)  
**From:** [pilotdds\(at\)aol.com](#)

Please add 728DD to the list-KSCK-thanks Jim

---

**Date:** [May 22, 2008](#)  
**From:** [MauleDriver <MauleDriver\(at\)nc.rr.com>](#)  
**Subject:** [Re: Door fit](#)

What is the "double layer of masking tape method"? I intend to cut the doors down to about 1/16" inside the canopy edge and flox it back up. I'm trying to figure out a good way to scribe a line on the canopy, then trace it back on the door for cutting.

Double layer of masking tape sounds good.

Bill "futzing with the door" Watson

Jim Berry wrote:

>  
> John,  
>  
> I did what you are considering, and really like the results. I did not like the fragility of a 45 degree edge on the doors, and found the inconsistent rolled edge on the canopy impossible to trim to. So I squared off the door edges using the double layer of masking tape method to trim the door edges about 1/16 inch inside the canopy edge. When fitting the doors I focused on getting the bottom edge of each door properly aligned with the fuselage skin, as this was an area I did not want to use flox or micro. There were spots where the door side edges stood proud of the canopy edge, but that was OK because I knew that some of the window edges were going to be proud of the canopy also. Once the windows were installed, the canopy surface was built up with a flox/micro mix to match the window and door surface and a new canopy edge was created to match the squared off door edge. The result is a solid door edge and a nice, consistent matching edge for the canopy door opening.

>  
> Jim Berry  
> 40482  
> N15JB(reserved)  
>  
>  
>

---

**Date:** [May 22, 2008](#)  
**From:** [Rick Sked <ricksked\(at\)embarqmail.com>](#)  
**Subject:** [Re: Door fit](#)

Use two inch or wider if needed, masking tape applied right at the edge of the opening. Place the door in the opening in it's correct position and apply another layer of tape lined up with the outside edge of the tape underneath. The tape on top gives you line to cut the door to. Works good on the cowl too.

Rick S.  
40185  
----- Original Message -----  
From: "MauleDriver" <MauleDriver(at)nc.rr.com>  
Sent: Thursday, May 22, 2008 5:52:44 PM (GMT-0800) America/Los\_Angeles

Subject: Re: RV10-List: Re: Door fit

What is the "double layer of masking tape method"? I intend to cut the doors down to about 1/16" inside the canopy edge and flox it back up. I'm trying to figure out a good way to scribe a line on the canopy, then trace it back on the door for cutting.

Double layer of masking tape sounds good.

Bill "futzing with the door" Watson

Jim Berry wrote:

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> Jim Berry  
> 40482  
> N15JB(reserved)  
>  
>  
>

---

Subject: [Re: Door fit](#)  
From: ["jim berry" <jimberry\(at\)qwest.net>](#)  
Date: [May 22, 2008](#)

Bill,

See my Jan. 24, 2008 post "Trimming the cowling" in the archives. The same method works nicely for the doors. If you plan on creating a new edge for the opening, I would suggest placing the inner edge of the first tape where you want the new edge to be. If you place the first tape at the edge of the existing opening you will have to trim your door edge a second time. My door gap is the thickness of 3 layers of duct tape (about 0.020"). Email me off list if you have questions.

Jim Berry  
40482  
N15JB(reserved)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184466#184466>

---

Date: [May 23, 2008](#)  
From: [Sam <sam\(at\)fr8dog.net>](#)  
Subject: [ECI MSD No.08-1](#)

Lady's and gentleman, check this MSB from ECI before you fly! I think I'm going to be sick!  
Sam  
<http://www.eci2fly.com/pdf/08-1.pdf>

---

Subject: [Re: ECI MSD No.08-1](#)  
From: ["AirMike" <Mikeabel\(at\)Pacbell.net>](#)  
Date: [May 23, 2008](#)

Ouch - I hate to see stuff like this go down. I got my butt bit on the Lycoming crankshaft recall on my Cessna 182 - Cost me \$8-10K. The general trend now seems to be for the big guys to put the burden on the owner operator.

I bought a Mattituck Red/gold Engine from the guys in New York. It is still sitting in the box. These engines are made from Lycoming parts unless otherwise specified. I agonized and paid a lot of bucks extra as opposed to getting an overhauled engine. It is obviously no guarantee of not getting a S/B from hell like this, but it definitely increases the comfort zone. They always have a deal at OSH with free freight. For those sitting on the fence, you might want to consider talking with Mahlon at OSH.

-----  
OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184533#184533>

---

**From:** *"David McNeill" <dlm46007(at)cox.net>*  
**Subject:** *Re: ECI MSD No.08-1*  
**Date:** *May 23, 2008*

Makes me glad I bought a new certified Lycoming from Vans back when they were cheaper. Even then I noticed an anomaly in the oil sump casting and Lycoming agreed to replace the sump. They sent a guy with parts and tools to replace it in my garage; It was already mounted to the airframe; I assisted and we had the sump changed in about three hours.

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
Sent: Friday, May 23, 2008 9:23 AM  
Subject: RV10-List: Re: ECI MSD No.08-1

Ouch - I hate to see stuff like this go down. I got my butt bit on the Lycoming crankshaft recall on my Cessna 182 - Cost me \$8-10K. The general trend now seems to be for the big guys to put the burden on the owner operator.

I bought a Mattituck Red/gold Engine from the guys in New York. It is still sitting in the box. These engines are made from Lycoming parts unless otherwise specified. I agonized and paid a lot of bucks extra as opposed to getting an overhauled engine. It is obviously no guarantee of not getting a S/B from hell like this, but it definitely increases the comfort zone. They always have a deal at OSH with free freight. For those sitting on the fence, you might want to consider talking with Mahlon at OSH.

-----

OSH '08 or Bust (busted) be there in "09 Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184533#184533>

---

**Subject:** *How to Tell if You have ECI/Superior Cylinders*  
**Date:** *May 23, 2008*  
**From:** *"Rhonda Bewley" <Rhonda(at)bpaengines.com>*

I've had a few inquiries about whether or not customers' engines may be affected by the proposed Superior/ECI service bulletins. Some of you may not know which types of cylinders were used on your engine. If your engine builder provided you with a detailed parts list, you should be able to distinguish which manufacturer made your cylinders by reviewing the nomenclature. ECI Lycoming replacement cylinders have an AEL in front of them, and Superior Lycoming replacement cylinders have an SL. If you have purchased a kit engine from BPE, only Lycoming OEM cylinders were used.

If your engine builder did not provide you a detailed parts list, you can easily identify which cylinders you have by looking at the rocker box boss above the exhaust port for the AEL, SL or Millenium insignia. Hope this information is helpful to at least some of you!

Everyone have a safe and enjoyable holiday weekend!

Rhonda Barrett-Bewley

Barrett Precision Engines, Inc.

2870-B N. Sheridan Rd.

Tulsa, OK 74115

(918) 835-1089 phone

(918) 835-1754 fax

[www.barrettprecisionengines.com](http://www.barrettprecisionengines.com)

---

**Subject:** *VA-193 Clear Lens Wing tip fitting - Ouch*  
**From:** *"AirMike" <Mikeabel(at)Pacbell.net>*  
**Date:** *May 24, 2008*

Cautionary note on the VA-193 wing tip lens.

I fitted my first piece the wrong way.....  
I think that the big cut comes off what is the bottom (edge) of the half moon as received. I erred on my first wing tip and it is ruined.  
Vans charges \$60 for a replacement so be careful

My second one - cut properly fitted very nice. and came out fine

P.S. - if anyone has a right wing lens that they have as a result of messing up only on the left wing lens - I will buy it ....

-----

OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184611#184611>

---

**From:** *"RV Builder (Michael Sausen)" <rvbuilder(at)sausen.net>*  
**Date:** *May 24, 2008*  
**Subject:** *Elevators*

Hey Jesse, how many RV-10's are you up to now? Must be at least 5 or 6. Just curious.

Michael

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server@matronics.com] On Behalf Of Jesse Saint  
Sent: Friday, May 23, 2008 4:19 PM  
Subject: Re: RV10-List: Elevators

In my experience it is not at all uncommon to have the horns not exactly lined up. I think it's just an issue of the welds and lack of accuracy there. I have seen some that line up almost perfectly and some that are off by as much as 10 degrees, probably. Is this what you are referring to?

Jesse Saint  
Saint Aviation, Inc.  
jesse(at)saintaviation.com  
Cell: 352-427-0285  
Fax: 815-377-3694

---

**Subject:** *Re: Elevators*  
**From:** *"Lew Gallagher" <lewgall(at)charter.net>*  
**Date:** *May 24, 2008*

Hey Mike,

Ours were off by at LEAST that much. And after obsessing over it way too much, another builder told us, "you know, it's an airplane, not a Swiss watch" ... and we moved on.

Later, - Lew

-----  
non-pilot  
crazy about building  
NOW OFFICIALLY BUILDER #40549  
doors almost finished, pants on, WHEW!

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184621#184621>

---

**Date:** *May 24, 2008*  
**From:** *MauleDriver <MauleDriver(at)nc.rr.com>*  
**Subject:** *Re: Elevators*

If you are referring to the elevator counter weight arms being out of alignment when the elevator trailing edges are lined up, yes, I had the same issue. I concluded you just have live with it. I'd suggest not deciding to line up the counterweights instead of the trailing edges (obviously) or even trying to split the difference (appealing but probably bad).

My thinking is that the counterweight arms end up not being built exactly the same, perhaps one of the few spots where the CNC- match hole fabrication fails. Between the fluting and other machinations required to get the assembly together in the first place, I'm thinking that I may have pushed and pulled it together unevenly and cemented in some misalignment when match drilling and power squeezing. I'm pretty sure that given that experience, I could get both of them together more 'evenly' next time.

I'll be checking arm alignments out at Osh this year...

Oh, mine is about 3/16" too. I've moved on.

Bill "those doors may not be so bad" Watson  
Durham  
40605

Mike Doble (Home Office) wrote:

>  
> Please help. I've attached the elevators to the horiz stab and  
> adjusted to have a roughly even gap at the trailing edge of the stab.  
> Height wise though there is a 3/16" difference between the left and  
> right elevator horns. Anyone else have this issue? Is there a fix or  
> is this a common misalignment? Just drill away and live with the  
> difference?  
>  
>  
>

> Thanks in advance.  
>  
>  
>  
> \*  
> \*

---

Date: *May 25, 2008*  
From: *"Kelly McMullen" <apilot2(at)gmail.com>*  
Subject: *Re: Yaw damper (was Rudder Trim - Spring Bias)*

Not to resurrect the old thread, but has anyone considered, or known of an available yaw damper system that would work on an RV-10? Perhaps it isn't needed, but it seems to me that folks with airsickness tendency are most sensitive to yaw.

On Fri, May 16, 2008 at 9:05 AM, Sam wrote:  
> Let's see the pic!  
>  
> Bill DeRouche wrote:  
>  
> Albert-  
> That is a very clean and foolproof installation.  
>  
> Bill DeRouchey  
> N939SB, flying

---

Subject: *Engine Baffles - Paint/Alodine ?*  
From: *"AirMike" <Mikeabel(at)Pacbell.net>*  
Date: *May 25, 2008*

Taking a look at my engine baffles and the potential heat that the baffling endues, I am curious to see what others are doing.....

I have some 2-part epoxy, but I am worried about discoloration and odor especially during initial flight testing.

Alodine seems to be a good solution (no pun intended) as it should be odorless when hot. There was a short post last Sept. but an update would be appreciated !

-----  
OSH '08 or Bust (busted) be there in '09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184747#184747>

---

From: *"Jack Sargeant" <k5wiv(at)sbcglobal.net>*  
Subject: *Ground Power Unit / Auxiliary Power Unit*  
Date: *May 25, 2008*

Robin,

Take it from an old electronics guy (short on airplane experience, but lots of automotive) the statement that the battery charger output is not "conditioned" is correct. -- But, the battery itself acts as a very good filter for the spikes and sags from the charger. the likelihood of damaging your avionics is very small. I would not hesitate to operate it that way.

Jack & Cecilia Sargeant  
1127 Patricia St.  
Wichita, KS 67208-2642  
316/683-5268

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com]On Behalf Of Robin Marks  
Sent: Wednesday, May 21, 2008 3:59 PM  
Subject: RV10-List: Ground Power Unit / Auxiliary Power Unit

I am approaching the point where I will need to have my glass panel fully operational for hours on end while sitting in my hangar. I was told that hooking up a battery charger to my battery while running the avionics is a BAD idea as the electrical current out of the charger is not "conditioned" and the power spikes could damage my avionics. Whoops... Seems to me that for the price of a mid-sized luxury car made in Stuttgart there would be an inline electrical conditioner as part of the avionics suite.

Back to my question. I have placed several 12V cigarette adapters including one in the baggage area plumbed direct to my primary battery - hot all the time. What is the best way to continually provide "safe" power to my battery to support my avionics for extended use on the ground?

Thanks,  
Robin  
RV-4                   Sold  
RV-6A               425 Hours

---

Subject: [Re: Engine Baffles - Paint/Alodine ?](#)  
 From: ["jim berry" <jimberry\(at\)qwest.net>](mailto:jimberry(at)qwest.net)  
 Date: [May 25, 2008](#)

I painted the baffles on my Pitts 25 years ago with Imron and they still look good except for some minor discoloration next to the cylinder heads. Always had to be careful about scratching them though.  
 A local shop anodized all the baffles for my -10 for \$75. Really looks nice, and I suspect they will be much more durable than paint.

Jim Berry  
 40482  
 N15JB(reserved)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184761#184761>

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From: [Gail Rowe <gailmrowe\(at\)roadrunner.com>](mailto:gailmrowe(at)roadrunner.com)  
 Subject: [Re: Engine Baffles - Paint/Alodine ?](#)  
 Date: [May 25, 2008](#)

I had my baffles powder coated by a local outfit. If I remember correctly there were 9 pieces. Was able to match the "goldish" color of the engine that came from Mattituck. Not yet flying (but getting close) so I don't know how it will stand up to the heat but the powder coaters assured me that their paint was "good" to 500 degrees. We will see. Jay Rowe 40301 (finishing the wiring and interior).

On May 25, 2008, at 11:38 AM, AirMike wrote:

>  
 > Taking a look at my engine baffles and the potential heat that the  
 > baffling endues, I am curious to see what others are doing.....  
 >  
 > I have some 2-part epoxy, but I am worried about discoloration and  
 > odor especially during initial flight testing.  
 >  
 > Alodine seems to be a good solution (no pun intended) as it should  
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 > update would be appreciated !  
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 > OSH '08 or Bust (busted) be there in "09  
 > Q/B Kit - exited cabin top/door purgatory  
 >  
 >  
 > Read this topic online here:  
 >  
 > <http://forums.matronics.com/viewtopic.php?p=184747#184747>  
 >  
 >

---

From: ["Carl Froehlich" <carl.froehlich\(at\)cox.net>](mailto:carl.froehlich(at)cox.net)  
 Subject: [Engine Baffles - Paint/Alodine ?](#)  
 Date: [May 25, 2008](#)

I used Imron on my RV-8A. 400 hrs and it still looks like it was just painted. I'll probably use PPG Concept (single stage) on the RV-10 as I have found it to be an easier product to use.

Carl Froehlich

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
 [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of AirMike  
 Sent: Sunday, May 25, 2008 11:39 AM  
 Subject: RV10-List: Engine Baffles - Paint/Alodine ?

Taking a look at my engine baffles and the potential heat that the baffling endues, I am curious to see what others are doing.....

I have some 2-part epoxy, but I am worried about discoloration and odor especially during initial flight testing.

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 Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184747#184747>

---

**Subject:** *Re: Rudder Peddle Position*  
**From:** *"tomhanaway" <tomhanaway(at)comcast.net>*  
**Date:** *May 25, 2008*

One other question along this line. Is the forward position (closer to firewall) position of the rudder bracket for taller people or shorter?

I'm learning not to assume the obvious. For example, having the rudder bracket aft would put the pilot's body and head further back in the cockpit and thus more headroom for the taller person.

Or is it the obvious, shorter people set rudder bracket in rearmost position. I'm 5'10" and will probably be ok with either and prefer to keep my C.G. forward.

However, my wife is 5' 4" and plans to fly the plane also.

Thanks,  
Tom H.

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184798#184798>

---

**From:** *"Mike Doble (Home Office)" <mikedoble(at)wi.rr.com>*  
**Subject:** *Elevators*  
**Date:** *May 25, 2008*

Thanks Dave. I drilled them today. Here=92s what happened. The aft horn by chance (per plans, drill the aft one first) was the long one. Ugh!!! Fortunately, the horns were only about 3/16=94 different in length so I still have 1/8=94 in edge distance on the short one. I wish I had seen your post earlier today. I would have drilled the short one into the long one. Disappointing but not the end of the world. It=92ll work. I checked my trusty Aircraft Handbook and the edge distance needs to be =BD or more of the fastener diameter.

I=92ll have to keep an eye on it. As far as one being aft of the other, it was only by about 1/16th. So I could have drilled the forward one and I would have a much better edge distance for the hole. Oh well. When I build my second or third RV it=92ll be more like a Swiss watch=85.Those Saint RV=92s must be pretty nice!

Thanks for the tip. This should really be archived. I didn=92t search, maybe it is.

Mike (It really isn=92t a Swiss watch) Doble

Builder 40691

Working on my tail.....but almost done!!! Yippeeee

Waukesha, Wisconsin

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Dave Leikam  
Sent: Sunday, May 25, 2008 8:28 PM  
Subject: Re: RV10-List: Elevators

I couldn't remember the gotcha but now I do. My horns where different lengths as well.

When looking at the horns from behind, make sure to measure and drill from the shorter side into the longer side. I got lucky with this but I know at least one other builder had a problem here. If you measure and drill from the longer side, you may not have sufficient material under the hole on the short side.

Dave Leikam  
#40496 N89DA (Reserved)  
Muskego, WI

----- Original Message -----

From: Dave Leikam <mailto:daveleikam(at)wi.rr.com>

Sent: Sunday, May 25, 2008 3:27 PM



Subject: Re: RV10-List: Elevators

Mike,

There is a "Gotcha" at this point. I am out of town in Door County, but I can come by and take a look when I get back if you like. The horns may be misaligned, but you have to be careful how you drill them. Check the archives on this.

Dave Leikam  
#40496 N89DA (Reserved)  
Muskego, WI

----- Original Message -----

From: Mike Doble (Home Office) <mailto:mikedoble(at)wi.rr.com>

Sent: Friday, May 23, 2008 3:57 PM

Subject: RV10-List: Elevators

Please help. I=92ve attached the elevators to the horiz stab and adjusted to have a roughly even gap at the trailing edge of the stab. Height wise though there is a 3/16=94 difference between the left and right elevator horns. Anyone else have this issue? Is there a fix or is this a common misalignment? Just drill away and live with the difference?

Thanks in advance.

Mike Doble

Builder 40691

Working on my tail.....

Waukesha, Wisconsin

href="http://www.matronics.com/Navigator?RV10-List">http://www.matronics.com/Navigator?RV10-List  
href="http://forums.matronics.com">http://forums.matronics.com  
href="http://www.matronics.com/contribution">http://www.matronics.com/c

href="http://www.matronics.com/Navigator?RV10-List">http://www.matronics.com/Navigator?RV10-List  
href="http://forums.matronics.com">http://forums.matronics.com  
href="http://www.matronics.com/contribution">http://www.matronics.com/c

---

Subject: [Ground Power Unit / Auxiliary Power Unit](#)  
Date: [May 26, 2008](#)  
From: ["Robin Marks" <robin1\(at\)mrmoisture.com>](#)

Jack,

That was my thinking exactly however a \$130.00 power supply was cheap insurance against the potential claims that I voided any manufacturer warranty. The panel was too expensive & I am too close to first flight to get stuck in a pissing match with a manufacturer where I am the one with the most to lose if something electronic were nonfunctional regardless of the cause. It's really about all the \$ tied up in the panel at this point.

Thanks for your note,  
Robin

---

Date: [May 26, 2008](#)  
From: [Les Kearney <kearney\(at\)shaw.ca>](#)  
Subject: [Memorial Day](#)

Hi

For those who have or are serving and especially those who have been injured or killed, please accept my thanks for your service. Although I am a Canadian, I appreciate the service of all in the coalition fighting in Iraq and Afghanistan. Memorial Day has given more than a few outside of America pause for thought about the cost of Freedom.

Lest we forget..

..Les

---

Date: *May 26, 2008*  
From: *Sam Marlow <sam(at)fr8dog.net>*  
Subject: *Cabin Cover*

Has anyone purchased a cabin cover for their aircraft. I'm in the process of searching for a cabin cover, and cowl plugs, and I'm looking for feedback.  
Sam Marlow  
#40157

---

From: *"Bob Leffler" <rv(at)thelefflers.com>*  
Subject: *Cabin Cover*  
Date: *May 26, 2008*

I have Bruce's Covers on my Cherokee. They've been on the ramp going on 4 years now. The colors just started fading this year, but they still work just find.

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Sam Marlow  
Sent: Monday, May 26, 2008 1:36 PM  
Subject: RV10-List: Cabin Cover

Has anyone purchased a cabin cover for their aircraft. I'm in the process of searching for a cabin cover, and cowl plugs, and I'm looking for feedback.  
Sam Marlow  
#40157

---

Subject: *Re: Memorial Day*  
From: *"orchidman" <gary(at)wingscc.com>*  
Date: *May 26, 2008*

Very much appreciated!

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB  
(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184918#184918>

---

From: *"Rene Felker" <rene(at)felker.com>*  
Subject: *Cabin Cover*  
Date: *May 26, 2008*

Who is Bruce?

Rene' Felker  
RV-10 N423CF Flying  
801-721-6080

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Bob Leffler  
Sent: Monday, May 26, 2008 2:00 PM  
Subject: RE: RV10-List: Cabin Cover

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-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Sam Marlow  
Sent: Monday, May 26, 2008 1:36 PM  
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Sam Marlow  
#40157

---

From: *"Bob Leffler" <rv(at)thelefflers.com>*  
Subject: *Cabin Cover*  
Date: *May 26, 2008*

<http://www.aircraftcovers.com/>

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Rene Felker  
Sent: Monday, May 26, 2008 4:25 PM  
Subject: RE: RV10-List: Cabin Cover

Who is Bruce?

Rene' Felker  
RV-10 N423CF Flying  
801-721-6080

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Bob Leffler  
Sent: Monday, May 26, 2008 2:00 PM  
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Subject: RV10-List: Cabin Cover

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Sam Marlow  
#40157

---

Subject: *Re: Memorial Day*  
From: *"tsts4" <tsts4(at)verizon.net>*  
Date: *May 26, 2008*

Thanks Les!

-----  
Todd Stovall  
728TT (reserved)  
RV-10 Empacone

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=184943#184943>

---

From: *"Marcus Cooper" <coop85(at)cableone.net>*  
Subject: *Memorial Day*  
Date: *May 26, 2008*

Thanks Les.

Marcus  
USAF

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Les Kearney  
Sent: Monday, May 26, 2008 10:49 AM  
Subject: RV10-List: Memorial Day

Hi

For those who have or are serving and especially those who have been injured or killed, please accept my thanks for your service. Although I am a Canadian, I appreciate the service of all in the coalition fighting in Iraq and Afghanistan. Memorial Day has given more than a few outside of America pause for thought about the cost of Freedom.

Lest we forget..

..Les

---

Date: *May 26, 2008*  
From: *Sam Marlow <sam(at)fr8dog.net>*  
Subject: *Re: Cabin Cover*

Which color do you have, and would you change colors if you had to do it again?

Bob Leffler wrote:  
>

> I have Bruce's Covers on my Cherokee. They've been on the ramp going on 4  
> years now. The colors just started fading this year, but they still work  
> just find.  
>  
> -----Original Message-----  
> From: owner-rv10-list-server(at)matronics.com  
> [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Sam Marlow  
> Sent: Monday, May 26, 2008 1:36 PM  
> To: rv10-list(at)matronics.com  
> Subject: RV10-List: Cabin Cover  
>  
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> Sam Marlow  
> #40157  
>  
>  
>

---

**Date:** *May 26, 2008*  
**Subject:** *Re: Memorial Day*  
**From:** *John Cumins <jcumins(at)jcis.net>*

Thanks Les  
USAF C-5 Filight Engineer Retired

Very soon to be RV-10 builder planning trip to Vans to pick up  
Tail kit. Work tables half way done.  
On Mon 26/05/08 8:48 AM , Les Kearney kearney(at)shaw.ca sent:  
st1:\*(behavior:url(#default#ieooui) )

Hi  
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[HTTP://WWW.MATRONICS.COM/NAVIGATOR?RV10-LIST](http://www.matronics.com/NAVIGATOR?RV10-LIST) [1]  
[HTTP://WWW.MATRONICS.COM/CONTRIBUTION](http://www.matronics.com/CONTRIBUTION) [3]

Links:

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[1] <http://mail.jcis.net/HTTP://WWW.MATRONICS.COM/NAVIGATOR?RV10-LIST>  
[2] <http://mail.jcis.net/HTTP://FORUMS.MATRONICS.COM/>  
[3] <http://mail.jcis.net/HTTP://WWW.MATRONICS.COM/CONTRIBUTION>

---

**From:** *"Bob Leffler" <rv(at)thelefflers.com>*  
**Subject:** *Cabin Cover*  
**Date:** *May 27, 2008*

Bruce will use trim colors to match your paint. My trim is red and blue.  
Total trim space is less than a couple square feet, so it's not really a  
large area. Most of the cover is a natural tan color. He has good pictures  
on his web site. It's been on the ramp for almost four years, so I'm not  
disappointed that the colors are now just starting to fade. I am happy with  
the purchase.

-----Original Message-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Sam Marlow  
Sent: Monday, May 26, 2008 11:48 PM  
Subject: Re: RV10-List: Cabin Cover

Which color do you have, and would you change colors if you had to do it  
again?

Bob Leffler wrote:

>  
> I have Bruce's Covers on my Cherokee. They've been on the ramp going on 4  
> years now. The colors just started fading this year, but they still work  
> just find.  
>  
> -----Original Message-----  
> From: owner-rv10-list-server(at)matronics.com  
> [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Sam Marlow  
> Sent: Monday, May 26, 2008 1:36 PM  
> To: rv10-list(at)matronics.com  
> Subject: RV10-List: Cabin Cover  
>  
>  
> Has anyone purchased a cabin cover for their aircraft. I'm in the  
> process of searching for a cabin cover, and cowl plugs, and I'm looking  
> for feedback.  
> Sam Marlow  
> #40157  
>  
>  
>







Date: *May 27, 2008*

Thanks Les, thoughts are appreciated.

Bob (former USAF)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185011#185011>

---

Subject: *Seat track pin*  
Date: *May 27, 2008*  
From: *"Dawson-Townsend, Timothy" <tdawson-townsend(at)aurora.aero>*

Any tricks to re-mount the seat-track pins after installing the seats? I don't see how I'm going to be able to get my hand or a ratchet down in there between seat and wall . . .

TDT  
40025

Tim Dawson-Townsend  
tdt(at)aurora.aero  
617-500-4812 (office)  
617-905-4800 (mobile)

---

From: *"Doerr, Ray R [NTK]" <Ray.R.Doerr(at)sprint.com>*  
Date: *May 27, 2008*  
Subject: *Seat track pin*

I installed the bolt head in the tight area and the washer and nut is then under the bottom cushion. Simply remove the Velcro on the bottom cushion and use an open end wrench in the tight area on the bolt head and then a ratchet on the nut end.

Thank You  
Ray Doerr

---

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server@matronics.com] On Behalf Of Dawson-Townsend, Timothy  
Sent: Tuesday, May 27, 2008 9:11 AM  
Subject: RV10-List: Seat track pin

Any tricks to re-mount the seat-track pins after installing the seats? I don't see how I'm going to be able to get my hand or a ratchet down in there between seat and wall . . .

TDT  
40025

Tim Dawson-Townsend  
tdt(at)aurora.aero  
617-500-4812 (office)  
617-905-4800 (mobile)

---

Subject: *Re: Elevators*  
From: *"Lenny Iszak" <lenard(at)rapiddecision.com>*  
Date: *May 27, 2008*

Arrrghhh, missed this thread by about 20 minutes... drilled my elevator horns by the plans and screwed up... drilled the longer horn into the shorter one, just like Mike described:(

Called Van's, they told me that it will hold up as it is. I have 3/16 of steel from the hole to the edge of the metal. They said for peace of mind I could weld it and redrill.

Tim, If you could add this on your tips page it may save someone from doing the same thing.

There goes my swiss watch airplane... has anyone tried opening up the elevators and replacing the horns with new ones?

Regards,  
Lenny  
#40803

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185030#185030>

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From: *Vernon Smith <planesmith(at)hotmail.com>*



Subject: [Cabin Cover](#)  
Date: [May 27, 2008](#)

Cleveland Tool also sells a light cover. <http://www.clevelandtoolstore.com/prodinfo.asp?number=RVCC10>  
I have a sample of the fabric. Interesting stuff, it looks like a light weight tent material. It's slick enough dirt and grit shouldn't get imbedded in it (this is what kills windows.) Water does not penetrate it but appears to be very breathable. Also asked about long term storage outside and was told they have customers using the covers on RV stored outside for several years and these customers are happy with the covers. This is the cover I'm planning on starting with as my hanger is covered but open.

Vern Smith (#324 finishing)

> Date: Mon, 26 May 2008 13:35:44 -0400> From: sam(at)fr8dog.net> To: rv10-list(at)matronics.com> Subject: RV10-List: Cabin Cover> > --> RV10-List message posted by: Sam Marlow > > Has anyone purchased a cabin cover for their aircraft. I'm in the > process of searching for a cabin cover, a  
=====> \_  
===== > >

---

Keep your kids safer online with Windows Live Family Safety.  
[http://www.windowslive.com/family\\_safety/overview.html?ocid=TXT\\_TAGLM\\_WL](http://www.windowslive.com/family_safety/overview.html?ocid=TXT_TAGLM_WL)  
Refresh\_family\_safety\_052008

---

Date: [May 27, 2008](#)  
From: [Scott Schmidt <scottmschmidt\(at\)yahoo.com>](mailto:scottmschmidt@yahoo.com)  
Subject: [Re: Cabin Cover](#)

I have both Bruce's cover and Abby' cover and I use Abby's cover 95% of the time.

Since I always keep my plane hangered I typically use a cover for overnights.

Bruce's cover is heavy and very bulky but is much better if you were going to leave your plane outside.  
If it is just the two of us and I have plenty of room and useful load, I take Bruces. But most of the time room is an issue and Abby's cover is so light and easy that I always have it in the plane.

So if your mission is just overnight or weekends, Abby's may be the better way to go.  
It has a reflective (silver) outside to keep the cabin cool.

I also have Bruce's cowl plugs and they work great. You can get them customized with your N-number as well.

Scott Schmidt  
scottmschmidt(at)yahoo.com

----- Original Message -----  
From: Tim Olson <Tim(at)MyRV10.com>  
Sent: Tuesday, May 27, 2008 7:34:44 AM  
Subject: Re: RV10-List: Cabin Cover

For those who just want a lightweight cover for traveling, not one for leaving it tied down for weeks and months, Abby at Flightline Interiors <http://www.flightlineinteriors.com/> has a good lightweight travel cover that fits in a small bag.

Tim Olson - RV-10 N104CD - Flying

Sam Marlow wrote:  
>  
> Thanks for the info, very helpful.  
> Has anyone bought the Van's cover for the RV10, it's a lot less expensive?  
>  
> Sam Marlow wrote:  
>>  
>> Which color do you have, and would you change colors if you had to do  
>> it again?  
>>  
>>

---

Subject: [Memorial Day](#)  
Date: [May 27, 2008](#)  
From: ["John Cox" <johnwcox\(at\)pacificnw.com>](mailto:johnwcox@pacificnw.com)

Remember that fact when everyone votes in November. It was an honor to serve this country in uniform. Military Command Leadership is no light responsibility.

John Cox

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Tuesday, May 27, 2008 6:43 AM  
Subject: Re: RV10-List: Memorial Day

Les, I served and have lost some members of my Army flight class throughout the years while they served our country defending it. I appreciate your thoughts and wish others wouldn't simply take the cost

of freedom for granted. It was earned, not given.. but some simply will never understand that.

Thanks!

Pascal

From: Les Kearney <mailto:kearney(at)shaw.ca>

Sent: Monday, May 26, 2008 8:48 AM

Subject: RV10-List: Memorial Day

Hi

For those who have or are serving and especially those who have been injured or killed, please accept my thanks for your service. Although I am a Canadian, I appreciate the service of all in the coalition fighting in Iraq and Afghanistan. Memorial Day has given more than a few outside of America pause for thought about the cost of Freedom.

Lest we forget....

..Les

href="http://www.matronics.com/Navigator?RV10-List">http://www.matronics.com/Navigator?RV10-List  
href="http://forums.matronics.com">http://forums.matronics.com  
href="http://www.matronics.com/contribution">http://www.matronics.com/c

---

From: *"pascal" <pascal(at)rv10builder.net>*  
Subject: *Re: Elevators*  
Date: *May 27, 2008*

Following the instructions that tells one to find the most aft (11-3) and drill a 3/16th hole 3/8 x 1/2 from the edges is not a screw up,. I did per the plans and aligned everything fine. I have a 3/16 span from the hole to the edge and it will be just fine in regards to strength- IMO. I'm not worried and I assure you many before us followed the instructions as well and they are doing just fine. certainly make a change to the plans as a Gotcha and drill another way, no harm but in my book I'll stick to the plans and know that Van's has this as an acceptable building standard.

BTW- wait until you get to the fuselage, there will be 70% staring at the plans looking ahead;10% trying to figure out if you're doing it right and 10% doing it.

Pascal

-----  
From: "Lenny Iszak" <lenard(at)rapiddecision.com>  
Sent: Tuesday, May 27, 2008 8:16 AM  
Subject: RV10-List: Re: Elevators

>  
> Arrrrghhh, missed this thread by about 20 minutes... drilled my elevator  
> horns by the plans and screwed up... drilled the longer horn into the  
> shorter one, just like Mike described:(  
>  
> Called Van's, they told me that it will hold up as it is. I have 3/16 of  
> steel from the hole to the edge of the metal. They said for peace of mind  
> I could weld it and redrill.  
>  
> Tim, If you could add this on your tips page it may save someone from  
> doing the same thing.  
>  
> There goes my swiss watch airplane... has anyone tried opening up the  
> elevators and replacing the horns with new ones?  
>  
> Regards,  
> Lenny  
> #40803  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=185030#185030>  
>  
>  
>

---

From: *"ddddsp1(at)juno.com" <ddddsp1(at)juno.com>*  
Date: *May 27, 2008*  
Subject: *Re: Seat track pin*

Two tips on the Seat track pins.....#1 Put nut plates on the bracket and then ratchet the bolts in from the seat out. #2 Weld on a 2 1/2" extension to the T handle so it is easier to grasp. Otherwise you will be FISHING your hand deep down along the outer seat to find the

e T handle whne adjusting your seat position.  
Dean  
805HL 200 hours

Hotel pics, info and virtual tours. Click here to book a hotel online.  
<http://thirdpartyoffers.juno.com/TGL2131/fc/Toyw6iiflKGImFVKhpL0QGR8ssQjSNEQGnRi9lUxYnyky80vowZI6o/>

---

**Date:** *May 27, 2008*  
**From:** *Patrick Thyssen <jump2(at)sbcglobal.net>*  
**Subject:** *Re: ECI MSD No.08-1*

Just a note. I talked to ECI This morning. I had a engine OVH by Western Skyways and the only time on the engine is the test cell time. I do not plan on flying with these cyl since they have had 30+ failures. Not that many They say. I was told for \$3,000 I could get a new set for my engine. This with only 1.5 hrs. I still have to take it to another test cell and run before I would put back on my RV10.

I've used Titan before and got them for my customers and thats why I got them this time but I tell you this really stinks.

Waiting on Western Skyways to call me back.  
Patrick Thyssen

Pulling engine off

Sam wrote:

Lady's and gentleman, check this MSB from ECI before you fly! I think I'm going to be sick!

Sam  
<http://www.eci2fly.com/pdf/08-1.pdf>

---

**Date:** *May 27, 2008*  
**From:** *MauleDriver <MauleDriver(at)nc.rr.com>*  
**Subject:** *Re: Elevators*

Well, I did about the same. To make it worse, the hole as drilled resulted in the trailing edges being misaligned.

I ended up working with my Tech Counselor to weld over one hole, then adding a aluminum block between the two horns. I was able to exactly line up the elevators using the block. The block holds the alignment. Then re-drilling the 2nd hole for the push rod end. My TC said that was how it is done on the Pitts.

I think there are a number of ways to fix this including just going with it the way it is as Vans recommends. But there's just something about it involving the elevator...

I didn't fully document it but attached is a pic of the block which fits between the two horns and is attached with 3 AN3 bolts.

Lenny Iszak wrote:

>  
> Arrrrghhh, missed this thread by about 20 minutes... drilled my elevator horns by the plans and screwed up... drilled the longer horn into the shorter one, just like Mike described:(  
>  
> Called Van's, they told me that it will hold up as it is. I have 3/16 of steel from the hole to the edge of the metal. They said for peace of mind I could weld it and redrill.  
>  
> Tim, If you could add this on your tips page it may save someone from doing the same thing.  
>  
> There goes my swiss watch airplane... has anyone tried opening up the elevators and replacing the horns with new ones?  
>  
> Regards,  
> Lenny  
> #40803  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=185030#185030>  
>  
>  
>

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**Subject:** *Re: Elevators*  
**From:** *"Lenny Iszak" <lenard(at)rapiddecision.com>*  
**Date:** *May 27, 2008*

Here are some pictures to illustrate the problem.

Lenny  
#40803

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185144#185144>

Attachments:

[http://forums.matronics.com//files/right\\_elevator\\_horn\\_199.jpg](http://forums.matronics.com//files/right_elevator_horn_199.jpg)  
[http://forums.matronics.com//files/left\\_elevator\\_horn\\_157.jpg](http://forums.matronics.com//files/left_elevator_horn_157.jpg)  
[http://forums.matronics.com//files/elevators\\_topview\\_565.jpg](http://forums.matronics.com//files/elevators_topview_565.jpg)

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**From:** "pascal" <pascal(at)rv10builder.net>  
**Subject:** Re: Elevators  
**Date:** May 27, 2008

Looks like mine and looks like you did a nice job too!. I really don't think one need to worry too much as I figure the bolt will be on tight plus there is the aft horn as well. Structurally, being Van's wasn't concerned, I trust it should be fine.

Best of success reaching your comfort decision  
Pascal

-----  
From: "Lenny Iszak" <lenard(at)rapiddecision.com>  
Sent: Tuesday, May 27, 2008 6:51 PM  
Subject: RV10-List: Re: Elevators

>  
> Here are some pictures to illustrate the problem.  
>  
> Lenny  
> #40803  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=185144#185144>  
>  
>  
> Attachments:  
>  
> [http://forums.matronics.com//files/right\\_elevator\\_horn\\_199.jpg](http://forums.matronics.com//files/right_elevator_horn_199.jpg)  
> [http://forums.matronics.com//files/left\\_elevator\\_horn\\_157.jpg](http://forums.matronics.com//files/left_elevator_horn_157.jpg)  
> [http://forums.matronics.com//files/elevators\\_topview\\_565.jpg](http://forums.matronics.com//files/elevators_topview_565.jpg)  
>  
>  
>

---

**From:** "pascal" <pascal(at)rv10builder.net>  
**Subject:** Re: Hartzell prop and IO540D4A5  
**Date:** May 27, 2008

Rob;  
Any updates on the "beta testing" prop? I know "so" isn't here yet but I was hoping the "another week" had  
Thanks!  
Pascal

From: RobHickman(at)aol.com  
Sent: Friday, May 16, 2008 1:31 PM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

In a message dated 5/16/2008 12:14:51 P.M. Pacific Daylight Time, pascal(at)rv10builder.net writes:  
Haha, gone to a dinner 1000 miles away? .. you crack me up . By the way, thanks for sponsoring it.  
Any performance difference noticed? climb, cruise, etc.. with the composite prop?  
Any updates (unofficially) on the DECK and future plans for it's expanded capabilities?  
Thanks!  
I am still gathering data on the prop, should have it in another week or so. I am currently flying the flight director, autopilot interface, and weather. We currently have six full time engineers and four of them are only working on software.

Rob Hickman

-----  
Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.  
R01G0D1hEwATAOZ/AOS6S+zEwdOz0/zmSvTPOe67KPbPN/nVO/LVhf/jR9ytK/zpTvv16PPbnuGsJ9u8SvLEM07CM/7eQtyjNF3yVtnElcmhLd51K0q0JP3wV9CgKP/kSLG5SfzvVvnaQrKUUPviR+nT pP7tU/3zV8y6k8GpbsqyeqSBLZ8/H/3kSfvoTdeXJfjYPaiohvzcQPHBlemzIruQKP/iRfbTPf/h Q/XIM9mJvrZPwLk024J/znTP3sUua10An/KdykLu04Mf3tUdaZL/7mSv3vU+e2L9iZjVdKvFzE QvPN0bqaUtmfNFC+K+SjWvvtfnZP+a1Kc2JJ/vbQvonF0myJP7sU0GzLffRN/bP0K1WIruia0vP R8Ksed26bPvuVv3rUOGsm/70WpVj586oTNCqTXVLPX5W5v3wVMN5jvvnS+G1L9aolP7hRaFDIPfn wvFXP+y3JvvbP+DUt7KPZ9m7c+vMe7JfJP71S5t8cPvcQvXMNvz69uDHivMeDZ14J/////////yH/ C05FVFNQVBFM14wAwEAAAAH+QQZAB/ACwAAAAAEwATAAAH/4B/goN/DQFEAQ2Ei4IMRnyQKjIZ EQCQfIwEfB1mQ3wLAWlkPyF/mIMzI2AUFENAoAkSN2mlg0gZGSMUfX07sBK8agyCRikdXSN9fn59 CwspysxjggQIHR3JLXzNCyB92n0ahR5A1tnb0jre4AoVAQkLVF4D0X0pICz1TE1EKwgqKprQs4eP hrteBtCcCBA1gZAB0gak2BArCosrNZbkCPChAQEAeCRJsGDCAhgQ4LKzUeJFQA4k/EVxIcDEShZIB Lpwc+FkGAIwYggAgYXHjyBE1NnkoDYKiGA0G6rKMUdVAFMUWFFAKYJjkQIIEF5A80GjYIzK2Aw +nPhS8cbxww+LTrde0fMRpMjNiQEMMqHYHVUhy4sNLRoEAACH5BAkyAH8ALAAAAATABMAAAf/ gH+Cg4IIAQthIqDcnx8DyprMxE/UnelFwQ6Dw+PC0IyUj9cUoozFCMUFJ0LAWkboxWESB1gI2AU HTutCQ19fR96hXa1thQiuMyFX5+fXuCSCIDFAI9PVphKinLzX0agh5A0x1NwtcDGzR9ZwV9cNEI MgtU0/a72zISP5Y9TCYUuuhQsaCgCh3cJlG4YMFCAQWfEOBJkGKAjgFCeUilLwIKhCU5HGxpQ4CG jF5sEqyRnWfJrCpNcT5EYgKhJsoJrhwcSDAy4cYYgiig4TFjRsTUASxkgcCzDcYbJQYVCPWASTX JmCpAyViGRUoMOBQpACCCWqg+zmbHgwLFGaGLIi48KVAgB1QMMGyMxfrnJgYbTKY40BjKt9BwUx8

2JIFUyAAIfkEBQoAfWAsAAAAABMAEwAAB/+Af4KDfw0BRAENhIuCEZ8kCoyMxEAKHyMBHwZZkN8  
CwMJZD8hf5iDMYngFBRDQKAJEjdppYNIGRkjFH1907ASvGoMgkYpHV0jfx5+fQsLKcrMY4IEIh0d  
yS18zQsgfdp9GoUeQNbZ2zo63uAKFQEJc1ReA9F9KsAs9UxJRCloKiqa0LOHj4UbXgUwnAgQJYGQ  
AToGpNgQKwqLkZwW5HDwoEBGgkSbBgwgIYEOCys1HiRUA0JPxFcSHaxEoWSAS6cHPHSoACMGIIA  
IGFx48gRJTZSKA2CooANDoQ5DFA1QBTFfHRQcmCY5ECCBBEQDho8iKsygMPpz4UnPHG8cMPi0  
0XXtHzEabDCZ4kBDKk2B1VICuLDS0aBAAA7

---

**From:** "pascal" <pascal(at)rv10builder.net>  
**Subject:** Re: Hartzell prop and IO540D4A5  
**Date:** May 27, 2008

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I am still gathering data on the prop, should have it in another week or so. I am currently flying the flight director, autopilot interface, and weather. We currently have six full time engineers and four of them are only working on software.

Rob Hickman

-----  
-----  
Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.

---

**Subject:** Re: Hartzell prop and IO540D4A5  
**Date:** May 27, 2008  
**From:** John Jessen <n212pj(at)gmail.com>

It's amazing how far these RV's have come, from the 4 to the 10. Just amazing. That Cessna, what, a 140? Not bad either. And, BTW, I think Les Kearney, who attended the dinner, lives at least 1,000 plus miles distant. Get on over here in the Fall, Pascal. No excuses.

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Tuesday, May 27, 2008 9:38 PM  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

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Rob Hickman

-----  
Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food <<http://food.aol.com/dinner-tonight?NCID=aolfod003000000001>> .

**From:** *"Albert Gardner" <ibspud(at)roadrunner.com>*  
**Subject:** *Seat track pin*  
**Date:** *May 27, 2008*

Greg's seat adjustment levers are very, very nice and I'd recommend them to every one but make it even harder to install the pin block. BUT, if you use nut plates instead of lock nuts it's easy to install the bolts. Now if I could just find a way to make the seat back lock more user friendly...

Albert Gardner  
N991RV  
Yuma, AZ

-----Original Message-----

David Maib

The plans call for the pin to be on the outside. I think they might say somewhere that you can put them on the inside if you desire, but that does not look like the optimal place to me.

BTW, I just installed Greg Hale's seat adjustment levers and am really pleased with them. Nice workmanship and an easy install that makes a very nice improvement over the Van's knuckle scrapers. You can see them at Greg's web site. <http://www.nwacaptain.com/>

David Maib  
40559

---

**From:** *"pascal" <pascal(at)rv10builder.net>*  
**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 28, 2008*

Actually I will, Late July early August..

P

From: John Jessen  
Sent: Tuesday, May 27, 2008 10:56 PM  
Subject: RE: RV10-List: Re: Hartzell prop and IO540D4A5

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To: rv10-list(at)matronics.com  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

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Thanks!  
Pascal

From: RobHickman(at)aol.com  
Sent: Friday, May 16, 2008 1:31 PM  
To: rv10-list(at)matronics.com  
Subject: Re: RV10-List: Re: Hartzell prop and IO540D4A5

In a message dated 5/16/2008 12:14:51 P.M. Pacific Daylight Time, pascal(at)rv10builder.net writes:  
Haha, gone to a dinner 1000 miles away? .. you crack me up. By the way, thanks for sponsoring it.  
Any performance difference noticed? climb, cruise, etc.. with the composite prop?  
Any updates (unofficially) on the DECK and future plans for it's expanded capabilities?  
Thanks!  
I am still gathering data on the prop, should have it in another week or so. I am currently flying the flight director, autopilot interface, and weather. We currently have six full time engineers and four of them are only working on software.

Rob Hickman

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Wondering what's for Dinner Tonight? Get new twists on family favorites at AOL Food.

href="http://www.matronics.com/Navigator?RV10-List">http://www.matronics.com/Navigator?RV10-List  
href="http://forums.matronics.com">http://forums.matronics.com  
href="http://www.matronics.com/contribution">http://www.matronics.com/c

---

**From:** *"pascal" <pascal(at)rv10builder.net>*  
**Subject:** *Re: Hartzell prop and IO540D4A5*  
**Date:** *May 28, 2008*

Actually, what am I thinking that's OSH, Maybe late August early September.

From: pascal  
Sent: Wednesday, May 28, 2008 6:02 AM  
Subject: Re: RV10-List: Re: Hartzell prop and I0540D4A5

Actually I will, Late July early August..  
P

From: John Jessen  
Sent: Tuesday, May 27, 2008 10:56 PM  
Subject: RE: RV10-List: Re: Hartzell prop and I0540D4A5

It's amazing how far these RV's have come, from the 4 to the 10. Just amazing. That Cessna, what, a 140? Not bad either. And, BTW, I think Les Kearney, who attended the dinner, lives at least 1,000 plus miles distant. Get on over here in the Fall, Pascal. No excuses.

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-----  
From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of pascal  
Sent: Tuesday, May 27, 2008 9:38 PM  
To: rv10-list(at)matronics.com  
Subject: Re: RV10-List: Re: Hartzell prop and I0540D4A5

Rob;  
Any updates on the "beta testing" prop? I know "so" isn't here yet but I was hoping the "another week" had  
Thanks!  
Pascal

From: RobHickman(at)aol.com  
Sent: Friday, May 16, 2008 1:31 PM  
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href="http://www.matronics.com/contribution">http://www.matronics.com/c

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From: *"James, Peter [SD]" <Peter.James(at)sprint.com>*  
Date: *May 28, 2008*  
Subject: *Powder Coating at home*

Hello -10 listers -

I thought that the Powder Coat system that I use at home was wider known... perhaps not so I will throw this out to the group. Go to: [www.Eastwoodco.com](http://www.Eastwoodco.com)

I have the HOTCOAT Deluxe system. It works great. You can powder coat in mamma's kitchen at 400-425 degrees. I have used the system on dozens of little parts, hinges, home-made antenna mounts...and yes...I am planning to powder coat my baffles.

Some observations, tricks and tips from my experience:

First, take a cardboard box... run a coat hanger through it several inches from the top. This will be used for the negative/ground alligator clip. The clip goes on the outside of the box so it doesn't get covered with powder. When you are done, you can take the overspray out of the box and put back in the bottle. Make hooks to hang parts out of safety wire for small items, and a cut up coat hanger for heavier items. Just make sure you have good conductivity between the hanging wire (negative contact) and the parts

Second, get some of the 14" long forceps from one of the vendors at Osh this year. These are great for transferring from the shop to the kitchen oven, and back when the parts are still hot.

Third, the Eastwood powders are excellent. I love them. The single stage chrome is really just a shiny silver, and not really chrome like in my opinion. For my rocker box covers, we baked them in silver, then went over them with Translucent Blue. They look spiffy! Although I may change my plane colors since so many silver and blue -10s are now flying.

I found that Harbor Freight had white powder for \$5.50. so I bought some to try. It seems to be just fine. Their white is more of an off-white and not quite as white as the Eastwood product. So for parts that will be buried, not visible, etc. I use the cheaper stuff.

A local -9 builder was paying \$7 per part to be powder coated, no matter how small. He went through several hundred dollars in just one small batch of parts. I have paid for the system several times over.

Fourth - buy the silicone plug and tape kit - you will use the plugs and tape for several things. I wrapped the threads of the tie down rings with tape before I powder coated them.. it worked well.

Take a look...it's worth every penny!

Pete, #40100  
Panel and other issues....  
90% done, 90% to go!

---

**Subject:** [Re: Elevators](#)  
**From:** "Lenny Iszak" <lennard(at)rapiddecision.com>  
**Date:** *May 28, 2008*

Thanks for putting me at ease. I was going to buy new horns and replace them. I'll sleep on it and decide later. For now I'm going to hook it all up.

The rivets in the pushrod are steel, MSP-42.

Lenny  
#40803

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185216#185216>

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**From:** "David McNeill" <dml46007(at)cox.net>  
**Subject:** [OT: Interesting Airventure story](#)  
**Date:** *May 28, 2008*

This is the response I got from EAA.

-----Original Message-----

From: Dick Knapinski [mailto:dknapi(at)eea.org] On Behalf Of Communications  
Sent: Wednesday, May 28, 2008 7:23 AM  
Cc: dennis(at)aogpaint.com  
Subject: RE: RV10-List: OT: Interesting Airventure story

David:

Thanks for your e-mail. There is a lot of information in the e-mail below that is just plain incorrect. Let me go through it point-by-point, and feel free to pass it back down the road from where you originally received it so the RV-10 list isn't working off bad information:

- 1) Yes, as mentioned for the past couple of years, there is site re-development planning underway. EAA Members (thousands of them), Exhibitors, Pilots and others have been surveyed extensively over the past three years about what they want improved on their convention site. The first stage of the project will include improved transportation within the site, additional showers and restroom facilities, improved food options, Wi-Fi service, improved camping areas, and so forth.
- 2) The city of Oshkosh is NOT talking about abandoning their convention center. That's never been part of the discussion. Whoever claims otherwise is hearing only part of the story. This proposed facility is quite different than the downtown convention center.
- 3) Demands from exhibitors have been for larger spaces and more indoor spaces. EAA members and exhibitors have been asking for better climate-controlled areas as well. To those of us who remember the old flight line exhibit buildings, the current exhibit hangars are a world better, but those who don't recall those tell us that they want more.
- 4) Tom Poberezny has shared site re-development information in previous communications with EAA members and is doing so again in the June issue of Sport Aviation. There will also be more information coming during this year's AirVenture fly-in and additional member input is always welcomed.
- 5) You're right in that Oshkosh can use additional year-round facilities, and in development of the site there is an opportunity to create an area that would be available for off-season, year-round use. Some of this is done already well before and after the fly-in each year. This brings in revenue that allows EAA to maintain and improve the entire grounds without pinging the member for funding.



6) Let me make this point abundantly clear -- MEMBER DUES ARE NOT BEING USED FOR THIS PROJECT. That is why this is a phased-in, 10-year plan, so it can be properly financed as it goes along. If there is not an overall plan for the future, then the redevelopment will be haphazard at best. It is also why the first stages of the project focus directly on member and visitor amenities, not buildings. Exhibitor revenue, sponsorships and other non-dues revenue are being used for this project.

7) What we're hearing from EAA members is a desire for improved amenities throughout their convention site, and this is a plan to meet those needs today and a decade down the road WITHOUT putting the costs on the members. It is a plan, however, driven by the comments we've received from members and others over the past several years who tell us to improve the site while keeping the culture of the event.

I hope this clarifies a few things. I hope your source of the information feels free to ask any questions that may arise. Thanks again for the e-mail.

Best regards,  
Dick Knapinski  
EAA OSH  
920-426-6523

---

Subject: *OT: Interesting Airventure story*  
Date: *May 28, 2008*  
From: *"John Cox" <johnwcox(at)pacificnw.com>*

Dave - thanks for the post.

I appreciate Dick acknowledging that the decision was based on extensive surveys of members, exhibitors, pilots and others. As a member, pilot and other I must have missed their marketing survey(s) several times - Item 1). I will dig through all my junk mail and emails received over the last three years in an attempt to find my error in filing such a powerful survey. Maybe the power was with the exhibitors - Item 3)? Short of pay toilets and private taxis "onsite" I conclude that my entry fee is directed to offsetting the many privileges provided to Warbird owners and to exhibitors. Don't get me wrong, free fuel, free smoke oil, free oxygen, premium site location, free parking and free entry are not bad for those who own and operate warbirds. I was also impressed that owners of Exhibition Warbird aircraft can do their own modifications and maintenance much like RV-10 owner/builders.

All in all, the EAA has done a remarkable job of growing the event, building a pro-active lobby block to partner with the FAA and maximizing the income(profit) stream. I will continue to buy the fuel enroute and attend just to keep up on industry developments and to bask in the hospitality of the residents of Oshkosh and the infrastructure maintained by the hard working taxpaying inhabitants of Wisconsin during each summer.

The AirVenture is a REAL money making machine. The product offering is not bad either.

John Cox

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of David McNeill  
Sent: Wednesday, May 28, 2008 9:04 AM  
Subject: FW: RV10-List: OT: Interesting Airventure story

This is the response I got from EAA.

-----Original Message-----

From: Dick Knapinski [mailto:dknapi(at)ea.org] On Behalf Of Communications  
Sent: Wednesday, May 28, 2008 7:23 AM  
Cc: dennis(at)aogpaint.com  
Subject: RE: RV10-List: OT: Interesting Airventure story

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Best regards,  
Dick Knapinski  
EAA OSH  
920-426-6523

---

**From:** *"RV Builder (Michael Sausen)" <rvbuilder(at)sausen.net>*  
**Date:** *May 28, 2008*  
**Subject:** *OT: Interesting Airventure story*

I didn't see any real contradiction to what I posted. With the exception of OSH councilman considering consolidating their convention center with the Airventure grounds if this goes forward with TIF funds. The councilman interviewed for the story clearly said it was a consideration of his. No matter anyway, OSH city council voted to approve the current convention center improvement plan last night so that part is probably dead.

It's always interesting to see how people respond to email without the ability to read emotion or body language. Obviously EAA is concerned about possible negative press over this.

Watch the news report, make your own decisions, and if you feel strongly in either direction let EAA know.

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of David McNeill  
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Best regards,  
Dick Knapinski  
EAA OSH  
920-426-6523

---

Subject: *Re: Memorial Day*  
From: *"John Goodman" <johngoodman(at)earthlink.net>*  
Date: *May 29, 2008*

Lew, '67 & '68 for me. When I was a kid, we didn't celebrate Memorial Day (I believe it was called Decoration Day back then). We celebrated it on April 26th. The holiday for soldiers and veterans was always Armistice Day, now called Veterans Day in November. I remember Audy Murphy riding in a jeep in our hometown parade that day - a least my fuzzy memory likes to think it was that day....

I'm surprised you were able to do those skins by yourself; I couldn't have done it without my wife running the gun.  
John

-----  
#40572 QB Fuselage, wings finished  
N711JG reserved

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185369#185369>

---

Subject: *Mistral engine in RV-10*  
From: *"Michael Wellenzohn" <rv-10(at)wellenzohn.net>*  
Date: *May 29, 2008*

I just found the picture of and mistral engine mounted in the RV-10  
Michael

[http://www.mistral-engines.com/var/ezwebin\\_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg](http://www.mistral-engines.com/var/ezwebin_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg)

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185370#185370>

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Date: *May 29, 2008*  
From: *Rick Sked <ricksked(at)embarqmail.com>*  
Subject: *Re: Mistral engine in RV-10*

Looks like the cowl will need "Danger beware of intake" on the side :)

Rick S.  
40185

----- Original Message -----

From: "Michael Wellenzohn" <rv-10(at)wellenzohn.net>  
Sent: Thursday, May 29, 2008 7:38:04 AM (GMT-0800) America/Los\_Angeles  
Subject: RV10-List: Mistral engine in RV-10

I just found the picture of and mistral engine mounted in the RV-10  
Michael

[http://www.mistral-engines.com/var/ezwebin\\_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/PalleOlesenRV10.jpg](http://www.mistral-engines.com/var/ezwebin_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/PalleOlesenRV10.jpg)

-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185370#185370>

---

From: *John Gonzalez <indigoonlatigo(at)msn.com>*  
Subject: *Mistral engine in RV-10*  
Date: *May 29, 2008*

THAT IS SO DAMM COOL!

John G. #409

> Subject: RV10-List: Mistral engine in RV-10> From: rv-10(at)wellenzohn.net>  
Date: Thu, 29 May 2008 07:38:04 -0700> To: rv10-list(at)matronics.com > --> R  
V10-List message posted by: "Michael Wellenzohn" > >  
I just found the picture of and mistral engine mounted in the RV-10> Michae  
l> > > [http://www.mistral-engines.com/var/ezwebin\\_site/storage/images/media  
/images/palleolesenrv10/3251-1-fre-FR/PalleOlesenRV10.jpg](http://www.mistral-engines.com/var/ezwebin_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/PalleOlesenRV10.jpg)> > -----> RV-1  
0 builder (engine, prop, finishing)> #511> > > > Read this topic online h  
ere:> > <http://forums.matronics.com/viewtopic.php?p=185370#185370>> > >  
=> > >

---

From: *"David McNeill" <d1m46007(at)cox.net>*  
Subject: *Mistral engine in RV-10*  
Date: *May 29, 2008*

Let's see it when it flies. My partner visited the Switzerland factory in  
2005 and they could not fly their Piper test aircraft more than 30 minutes  
without overheating. He spent considerable time at the factory with the  
engineers. I also looked at their display at OSH 2006 and the entire cowling  
inside were taken with air ducts and radiators. If they have solved the heat  
problem it could be a good alternative engine. They have been trying to  
certify this engine for some time with tests at a flight school in Florida.

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Michael  
Wellenzohn  
Sent: Thursday, May 29, 2008 7:38 AM  
Subject: RV10-List: Mistral engine in RV-10

-->

I just found the picture of and mistral engine mounted in the RV-10 Michael

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-----  
RV-10 builder (engine, prop, finishing)  
#511

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185370#185370>

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Subject: *FW: [FlyRotary] Mistral coming to Ada, OK*  
Date: *May 29, 2008*  
From: *"Bobby J. Hughes" <bhughes(at)qnsi.net>*

Cross post from our flyrotary group last week.

Bobby Hughes  
40116

Please excuse me if this is old news, but our EAA983 Chapter visited  
GAMI and Tornado Alley Turbo on Sat in Ada, OK, and they related that  
the Mistral rotary is going to spend several months in their test cell

validating lots of different aspects of the design. It is due to arrive in mid June.

I, for one, plan to visit again in August to maybe watch this baby run flat out under load. If you have not seen their hi tech test cell(s), you are in for a treat. (See attached photo) I vote we descend on them with a batch of rotary-powered aircraft!

President Tim Roehl said that if we give him a call and set up a visit, we would be more than welcome.

They have a VERY impressive facility which does lots of different types of engineering, but the most famous are the GAMI injectors for the piston folks, and at this point, over 525 twin turbo packages for the Cirrus factory for their G3.

www.gami.com

---

**Subject:** [Re: \[FlyRotary\] Mistral coming to Ada, OK](#)  
**From:** ["orchidman" <gary\(at\)wingscc.com>](#)  
**Date:** [May 29, 2008](#)

The OKC chapter visited last year and am very impressed with their facility. Just out side the window in the picture are stands for 2 engines and they can monitor just about any parameter that you can imagine. When we were there, they had a turbo engine on one of the stands and ran it up for us. They turned out the lights and you could see the turbo turn red hot under certain conditions. They showed the inlet temp, outlet temp, case temp, oil temp, and probably a couple more that I can't remember.

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB  
(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185396#185396>

---

**From:** ["David McNeill" <d1m46007\(at\)cox.net>](#)  
**Subject:** [Useable fuel](#)  
**Date:** [May 29, 2008](#)

what have flyers found to be the useable/unusable fuel in the 10? Any variability in the tank capacity?

---

**Subject:** [Re: Useable fuel](#)  
**Date:** [May 29, 2008](#)  
**From:** ["Condrey, Bob \(US SSA\)" <bob.condrey\(at\)baesystems.com>](#)

4.5oz unusable in my left tank and 5oz unusable in my right tank. Tanks will hold 30 gallons easy with a little room available for expansion due to temp changes.

Bob N442PM flying

-----Original Message-----

From: David McNeill  
ReplyTo: rv10-list(at)matronics.com  
Sent: May 29, 2008 12:07 PM  
Subject: RV10-List: Useable fuel

what have flyers found to be the useable/unusable fuel in the 10? Any variability in the tank capacity?

Bob

---

**Date:** [May 29, 2008](#)  
**From:** [Tim Olson <Tim\(at\)MyRV10.com>](#)  
**Subject:** [Re: Useable fuel](#)

I don't consider this "safe" fuel levels, but useable is everything it will hold, except for about 1/4 quart. I flew both tanks dry, independently, and there was maybe a cup of fuel or so out of each tank that I could get out of the sump. It amazingly can use almost everything in the tank. Of course, if you ran it that low, any slip or maneuver you did would probably unport the fuel inlet...so under 5 gallons I'd be really careful for sure.

Tim Olson - RV-10 N104CD - Flying

David McNeill wrote:

> what have flyers found to be the useable/unusable fuel in the 10? Any  
> variability in the tank capacity?  
>

---

**From:** *"David McNeill" <dml46007(at)cox.net>*  
**Subject:** *Useable fuel*  
**Date:** *May 29, 2008*

Yes just checking. Landing without 5 in each tank would worry me.

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Tim Olson  
Sent: Thursday, May 29, 2008 11:24 AM  
Subject: Re: RV10-List: Useable fuel

I don't consider this "safe" fuel levels, but useable is everything it will hold, except for about 1/4 quart.  
I flew both tanks dry, independently, and there was maybe a cup of fuel or so out of each tank that I could get out of the sump. It amazingly can use almost everything in the tank. Of course, if you ran it that low, any slip or maneuver you did would probably unport the fuel inlet...so under 5 gallons I'd be really careful for sure.

Tim Olson - RV-10 N104CD - Flying

David McNeill wrote:

> what have flyers found to be the useable/unusable fuel in the 10? Any  
> variability in the tank capacity?  
>

---

**From:** *"Dave Saylor" <Dave(at)AirCraftersLLC.com>*  
**Subject:** *Useable fuel*  
**Date:** *May 29, 2008*

We intentionally ran one tank dry in flight, and found what others are reporting. We refilled it with 30 gallons, as close as the pump could measure.

I've pumped each tank dry on the ground a couple times. Each time it left only a few ounces drainable from the sump. I'd say less than a cup.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
www.AirCraftersLLC.com

N921AC 136 hours

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of David McNeill  
Sent: Thursday, May 29, 2008 11:08 AM  
Subject: RV10-List: Useable fuel

what have flyers found to be the useable/unusable fuel in the 10? Any variability in the tank capacity?

---

**From:** *"Chris and Susie McGough" <VHMUM(at)bigpond.com>*  
**Subject:** *Re: Mistral engine in RV-10*  
**Date:** *May 30, 2008*

How's the air intake! Like a jet cool!

Chris

----- Original Message -----

From: "Michael Wellenzohn" <rv-10(at)wellenzohn.net>  
Sent: Friday, May 30, 2008 12:38 AM  
Subject: RV10-List: Mistral engine in RV-10

>  
>  
> I just found the picture of and mistral engine mounted in the RV-10  
> Michael  
>  
>  
> [http://www.mistral-engines.com/var/ezwebin\\_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg](http://www.mistral-engines.com/var/ezwebin_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg)  
>  
> -----  
> RV-10 builder (engine, prop, finishing)  
> #511  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=185370#185370>  
>  
>

>

---

Date: *May 30, 2008*  
From: *Rodger Todd <rtodd(at)yahoo.co.uk>*  
Subject: *Re: Mistral engine in RV-10*

Guys and Gals,

Go to <http://www.rv10.dk> where you'll find the full story of both how the cowl was made and the builders experience with the 300hp Mistral engine

Best wishes to all,

Rodger

--- On Thu, 29/5/08, Michael Wellenzohn wrote:

> From: Michael Wellenzohn <rv-10(at)wellenzohn.net>  
> Subject: RV10-List: Mistral engine in RV-10  
> To: rv10-list(at)matronics.com  
> Date: Thursday, 29 May, 2008, 4:38 PM  
> Wellenzohn"

>  
> I just found the picture of and mistral engine mounted in  
> the RV-10  
> Michael

> [http://www.mistral-engines.com/var/ezwebin\\_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg](http://www.mistral-engines.com/var/ezwebin_site/storage/images/media/images/palleolesenrv10/3251-1-fre-FR/Palle0lesenRV10.jpg)

> -----  
> RV-10 builder (engine, prop, finishing)  
> #511

> Read this topic online here:

> <http://forums.matronics.com/viewtopic.php?p=185370#185370>

---

Sent from Yahoo! Mail.

A Smarter Email <http://uk.docs.yahoo.com/nowyoucan.html>

---

Subject: *removeable co-pilot stick*  
From: *"n277dl" <dljinia(at)yahoo.com>*  
Date: *May 29, 2008*

Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.

Doug

-----  
Doug  
"Fools" are always more creative than process people and will always find ways to ruin a perfectly good set of processes.

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185468#185468>

---

Subject: *Re: removeable co-pilot stick*  
From: *"orchidman" <gary(at)wingscc.com>*  
Date: *May 29, 2008*

n277dl wrote:

> Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.  
> Doug

There was a thread like this I believe over on VansAirForce some time ago. I am thinking about it but have not come to any conclusion yet nor has it come to the time when any decision must be made. From the thread I noted and stored one thing that might be able to be used. It is from McMaster.com (McMaster-Carr) and is called a 'Telescoping Tubing Quick-Release Button connector'. The part numbers of note are 92988a650 and 92988a730. Not sure if they would work but it is floating around in the mush between my ears. [Laughing]

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB

(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185474#185474>

---

**From:** "Dave Saylor" <Dave(at)AirCraftersLLC.com>  
**Subject:** [removeable co-pilot stick](#)  
**Date:** *May 29, 2008*

To take ours out we just unbolt it using the per-plans hardware. As you move the stick full forward the bolt kind of presents itself. It seems like a bad job but it only takes a few minutes. A pip pin would make it even easier but it wouldn't be as tight. We used an Amp plug in the panel adjacent to the stick for wiring.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
www.AirCraftersLLC.com

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of n277d1  
Sent: Thursday, May 29, 2008 7:09 PM  
Subject: RV10-List: removeable co-pilot stick

Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.

Doug

-----

Doug  
"Fools" are always more creative than process people and will always find ways to ruin a perfectly good set of processes.

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185468#185468>

---

**Date:** *May 30, 2008*  
**From:** [linn Walters <pitts\\_pilot\(at\)bellsouth.net>](#)  
**Subject:** [Re: removeable co-pilot stick](#)

Why not a ball pin??? Check out  
<http://www.reidsupply.com/catalog.aspx?pn=277> .....  
Linn

orchidman wrote:

>  
>  
> n277d1 wrote:  
>  
>> Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.  
>> Doug  
>>  
>  
> There was a thread like this I believe over on VansAirForce some time ago. I am thinking about it but have not come to any conclusion yet nor has it come to the time when any decision must be made. From the thread I noted and stored one thing that might be able to be used. It is from McMaster.com (McMaster-Carr) and is called a 'Telescoping Tubing Quick-Release Button connector'. The part numbers of note are 92988a650 and 92988a730. Not sure if they would work but it is floating around in the mush between my ears. [Laughing]  
>  
> -----  
> Gary Blankenbiller  
> RV10 - # 40674  
> Instrument Panel, Fiberglass - SB  
> (N2GB registered)  
>  
>  
> Read this topic online here:  
>  
> <http://forums.matronics.com/viewtopic.php?p=185474#185474>  
>  
>  
>

---

**Date:** *May 30, 2008*  
**From:** [David Hertner <effectus\(at\)rogers.com>](#)  
**Subject:** [Reduction in Price For SureGrip Brake Pedals](#)

Hi Everyone,



I would like to let everyone know that we have been able to reduce the price of our 'SureGrip' Brake Pedal replacement kits sold through Mike Lauritsen at Cleaveland Aircraft Tools. They have been reduced from \$199.00 to \$169.00 per pair.

I would also like to let everyone know that we have a new Tail Light Mounting Ring available through Cleaveland. This ring is riveted to the back of the lower rudder fairing and allows the standard Whelen tail light/strobe to be mounted to it using existing hardware. This allows for an easier installation as well as ease of maintenance.

On the horizon is a new type of oil cooler air flow valve. This device would be installed at the rear of the baffles where the large scat tube mounting ring is currently mounted. It will have a similar flange at its exit so you simply have to trim the scat tube and re mount it to the valve. This valve is a butterfly type valve that should allow you to restrict the flow of air to the oil cooler and allow a range of flow from 95% down to 0% through the use of a standard push/pull cable. It will be manufactured from stainless steel.

Sorry for the advertisement but I know that everyone likes to hear about a reduction in the price of accessories and also to hear about new products in the pipe.

Thanks,

Dave Hertner  
RV-10 Bonding Doors Together

---

Subject: [Re: removeable co-pilot stick](#)  
From: ["johngoodman" <johngoodman\(at\)earthlink.net>](mailto:johngoodman@earthlink.net)  
Date: *May 30, 2008*

I think that Dave's "pip pin" is the same thing as a "ball pin". Perhaps it's a brand issue like pop-rivets vs. blind rivets....

-----  
#40572 QB Fuselage, wings finished  
N711JG reserved

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185523#185523>

---

Date: *May 30, 2008*  
From: [Rick Sked <ricksked\(at\)embarqmail.com>](mailto:ricksked@embarqmail.com)  
Subject: [Re: removeable co-pilot stick](#)

Linn,

Ball pin,,,AKA....pip pin..

Rick

----- Original Message -----

From: "linn Walters" <pitts\_pilot(at)bellsouth.net>  
Sent: Friday, May 30, 2008 5:42:52 AM (GMT-0800) America/Los\_Angeles  
Subject: Re: RV10-List: Re: removeable co-pilot stick

Why not a ball pin???=C2- Check out <http://www.reidsupply.com/catalog.asp>  
x?pn=277 .....

Linn

orchidman wrote:

e:

Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.  
Doug There was a thread like this I believe over on VansAirForce some time ago. I am thinking about it but have not come to any conclusion yet nor has it come to the time when any decision must be made. From the thread I noted and stored one thing that might be able to be used. It is from McMaster.com (McMaster-Carr) and is called a 'Telescoping Tubing Quick-Release But ton connector'. The part numbers of note are 92988a650 and 92988a730. Not sure if they would work but it is floating around in the mush between my ears. [Laughing]

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB  
(N2GB registered)

Read this topic online here: <http://forums.matronics.com/viewtopic.php?p=185474#185474>

=====  
=====  
==

---

From: ["RV Builder \(Michael Sausen\)" <rvbuilder\(at\)sausen.net>](mailto:rvbuilder@sausen.net)  
Date: *May 30, 2008*  
Subject: [Re: removeable co-pilot stick](#)

I didn't seem to document this in my build log but what I ended up doing is using a recessed push button pin, much like what Linn described, on the pax stick. Specifically it was a SS Recessed Push-Button Quick-Release, McMaster-Carr part number 92385A015. With a 4600# shear strength I'm not overly concerned about it breaking.

Michael

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server@matronics.com] On Behalf Of linn Walters  
Sent: Friday, May 30, 2008 7:43 AM  
Subject: Re: RV10-List: Re: removeable co-pilot stick

Why not a ball pin??? Check out <http://www.reidsupply.com/catalog.aspx?pn=277> .....  
Linn

orchidman wrote:

[@wingscc.com](mailto:orchidman@wingscc.com)>

n277d1 wrote:

Anyone made the copilot control stick removable? My wife enjoys the stick being pulled for long cross countries in the -7.

Doug

There was a thread like this I believe over on VansAirForce some time ago. I am thinking about it but have not come to any conclusion yet nor has it come to the time when any decision must be made. From the thread I noted a nd stored one thing that might be able to be used. It is from McMaster.com (McMaster-Carr) and is called a 'Telescoping Tubing Quick-Release Button Connector'. The part numbers of note are 92988a650 and 92988a730. Not sure if they would work but it is floating around in the mush between my ears. [Laughing]

-----  
Gary Blankenbiller

RV10 - # 40674

Instrument Panel, Fiberglass - SB

(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185474#185474>

---

Date: *May 30, 2008*  
From: *Rick Sked <ricksked(at)embarqmail.com>*  
Subject: *Re: removeable co-pilot stick*

Think it's a military or aircraft thing for "push-in-pull"  
----- Original Message -----  
From: "johngoodman" <johngoodman(at)earthlink.net>  
Sent: Friday, May 30, 2008 6:54:10 AM (GMT-0800) America/Los\_Angeles  
Subject: RV10-List: Re: removeable co-pilot stick

I think that Dave's "pip pin" is the same thing as a "ball pin". Perhaps it's a brand issue like pop-rivets vs. blind rivets....

-----  
#40572 QB Fuselage, wings finished  
N711JG reserved

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185523#185523>

---

Subject: *Re: removable co-pilot stick*  
From: *"orchidman" <gary(at)wingscc.com>*  
Date: *May 30, 2008*

mhausen wrote:  
> I didnt seem to document this in my build log but what I ended up doing is using a recessed push button pin, much like what Linn described, on the pax stick. Specifically it was a SS Recessed Push-Button Quick-Release, McMaster-Carr part number 92385A015. With a 4600# shear strength Im not overly concerned about it breaking.  
> Michael

Michael,  
What kind of clearance do you have with the head?

On another slightly different subject, did you route your wiring through the curved part of the stick and then exit before the pin or were you able to route it past the pin/bolt, or did you go external all the way?  
I am wondering what most others are doing.

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB  
(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185532#185532>

---

**From:** *"RV Builder (Michael Sausen)" <rvbuilder(at)sausen.net>*  
**Date:** *May 30, 2008*  
**Subject:** *Re: removable co-pilot stick*

I didn't seem to have any clearance problems at all. The head is actually quite small. I have the whole section ripped apart at the moment as I'm putting in my AFP purge return line so when I go to put it back together I'll try to remember to take a few pictures. As far as the wiring goes, I'll let you know when I get there. ;-)

Michael

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com [mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of orchidman  
Sent: Friday, May 30, 2008 10:23 AM  
Subject: RV10-List: Re: removable co-pilot stick

msausen wrote:

> I didnt seem to document this in my build log but what I ended up doing is using a recessed push button pin, much like what Linn described, on the pax stick. Specifically it was a SS Recessed Push-Button Quick-Release, McMaster-Carr part number 92385A015. With a 4600# shear strength Im not overly concerned about it breaking.  
> Michael

Michael,  
What kind of clearance do you have with the head?

On another slightly different subject, did you route your wiring through the curved part of the stick and then exit before the pin or were you able to route it past the pin/bolt, or did you go external all the way?  
I am wondering what most others are doing.

-----  
Gary Blankenbiller  
RV10 - # 40674  
Instrument Panel, Fiberglass - SB  
(N2GB registered)

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185532#185532>

---

**Date:** *May 30, 2008*  
**From:** *Deems Davis <deemsdavis(at)cox.net>*  
**Subject:** *wiring restive fuel sender/s*

I'm electron challenged, and so the simplest things elude me at times. My question is how to wire the resistance fuel senders. I have 2 wires coming from my EIU for each tank. In the center of the fuel sender is a screw for a terminal. I assume this is for the sending / signal line, there are no other provisions on the sender for additional terminals, is it assumed that the unit is grounded through the airframe? In which case the 'other' / ground wire/s from the EIU can be terminated at a ground/block or on the airframe? If not, where do it connect the other wire/s from the EIU?

Deems Davis # 406  
'Its all done....Its just not put together'  
<http://deemsv10.com/>

---

**Date:** *May 30, 2008*  
**From:** *Perry Casson <pcasson(at)sasktel.net>*  
**Subject:** *Gust Lock options/opinions*

Hi All,

While doing my walk around today I noticed the rudder stop on the right side had completely sheared off the 3 rivets that hold the stop in place and it had fallen into the rudder's lower fairing. I keep my plane in the hangar so had not thought I needed a gust lock but after some investigation I'm told "yeah, we needed to get a plane out of the back so we had to pull all the planes out last week and I guess it was pretty windy that day". If was damaged the day I suspect it was the wind was gusting to about 45 MPH. Fortunately no major damage and a couple

hours to repair but if it would had continued to get banged around it certainly could have been serious.  
So I'm looking for opinions on gust locks, a quick Google found this one [http://www.rvtraining.com/html/gust\\_lock.html](http://www.rvtraining.com/html/gust_lock.html), any other options or opinions anyone wishes to share?

Perry Casson  
RV-10 C-FMHP 27 hours

---

**From:** *"Chris and Susie McGough" <VHMUM(at)bigpond.com>*  
**Subject:** *Re: wiring restive fuel sender/s*  
**Date:** *May 31, 2008*

Deems sounds the same as the temp probe one wire to probe and one wire to ground.

Chris

----- Original Message -----

From: "Deems Davis" <deemsdavis(at)cox.net>  
Sent: Saturday, May 31, 2008 2:36 PM  
Subject: RV10-List: wiring restive fuel sender/s

>  
> I'm electron challenged, and so the simplest things elude me at times. My  
> question is how to wire the resistance fuel senders. I have 2 wires coming  
> from my EIU for each tank. In the center of the fuel sender is a screw for  
> a terminal. I assume this is for the sending / signal line, there are no  
> other provisions on the sender for additional terminals, is it assumed  
> that the unit is grounded through the airframe? In which case the 'other'  
> / ground wire/s from the EIU can be terminated at a ground/block or on the  
> airframe? If not, where do it connect the other wire/s from the EIU?  
>  
> Deems Davis # 406  
> 'Its all done....Its just not put together'  
> <http://deemsv10.com/>  
>  
>  
>

---

**From:** *"Russell Daves" <dav111(at)erfwireless.net>*  
**Subject:** *Re: Gust Lock options/opinions*  
**Date:** *May 31, 2008*

I use Alex's gust lock and like it very much.

[http://www.rvtraining.com/html/gust\\_lock.html](http://www.rvtraining.com/html/gust_lock.html)

It is real easy to install and as long as you put it on the pilot's side you couldn't fail to disconnect prior to takeoff. I do not use the wrap around the control stick just but I do tie down the control stick with the seat belt.

Russ Daves  
N710RV - 215+ Hours

---

**Date:** *May 31, 2008*  
**From:** *Perry Casson <pcasson(at)sasktel.net>*  
**Subject:** *RE: Gust Lock options/opinions*

Found all the info I need this AM here  
<http://www.vansairforce.com/community/showthread.php?t=13070>. Off to the hardware store to get a paint roller handle & plumbing bits.

Thanks,

Perry

---

**From:** *"gary" <speckter(at)comcast.net>*  
**Subject:** *wiring restive fuel sender/s*  
**Date:** *May 31, 2008*

I put a line on one of the screws that hold the sender into the tank. I was not sure that the proseal would conduct as well as it should through the joint of sender and tank. If you have a good ground at the sender, then you can connect the other line near by to airframe ground. That has worked well on mine.

Gary  
40274

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Deems Davis  
Sent: Friday, May 30, 2008 11:36 PM  
Subject: RV10-List: wiring restive fuel sender/s

I'm electron challenged, and so the simplest things elude me at times. My question is how to wire the resistance fuel senders. I have 2 wires coming from my EIU for each tank. In the center of the fuel sender is a screw for a terminal. I assume this is for the sending / signal line,

there are no other provisions on the sender for additional terminals, is it assumed that the unit is grounded through the airframe? In which case the 'other' / ground wire/s from the EIU can be terminated at a ground/block or on the airframe? If not, where do it connect the other wire/s from the EIU?

Deems Davis # 406  
'Its all done....Its just not put together'  
<http://deemsv10.com/>

---

Date: *May 31, 2008*  
From: *Les Kearney <kearney(at)shaw.ca>*  
Subject: *Wiring Questions*

Hi

I am in the process of planning my wiring and have a couple of questions for the list.

First, I am planning on using Infinity stick grips. When wiring these grips through the control stick tube, how does one protect the wires from undue stress when the control stick is moved?

Are there any rules of thumb that can be used when deciding what sizes of shrink wrap to be used in an applications - in particular what are the most common sizes that are used. I would like to order some from ACS but have no idea as to quantities and sizes I should get.

Lastly, what is the difference between a 4 indent and a 8 indent D-Sub crimper? Which is preferable?

Inquiring minds need to know..

Les Kearney

#40643

---

From: *"David McNeill" <dml46007(at)cox.net>*  
Subject: *Gust Lock options/opinions*  
Date: *May 31, 2008*

Easy to make. Take two pieces of 1"x 1" x1/8" aluminum angle 16" long. Put a long bolt (8") through the center of the each angle and secure through both pieces with a wing nut (so no tools are required to install). Paint it day-glow something that clashes with your paint scheme. Pad the ends of the angle that will be against the fuselage with foam and place bolt through the lower hinge opening to install. Has worked great for a Glastar for several years and just began using on the 10.

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Perry Casson  
Sent: Friday, May 30, 2008 10:24 PM  
Subject: RV10-List: Gust Lock options/opinions

Hi All,

While doing my walk around today I noticed the rudder stop on the right side had completely sheared off the 3 rivets that hold the stop in place and it had fallen into the rudder's lower fairing. I keep my plane in the hangar so had not thought I needed a gust lock but after some investigation I'm told "yeah, we needed to get a plane out of the back so we had to pull all the planes out last week and I guess it was pretty windy that day". If it was damaged the day I suspect it was the wind was gusting to about 45 MPH. Fortunately no major damage and a couple hours to repair but if it would have continued to get banged around it certainly could have been serious. So I'm looking for opinions on gust locks, a quick Google found this one [http://www.rvtraining.com/html/gust\\_lock.html](http://www.rvtraining.com/html/gust_lock.html), any other options or opinions anyone wishes to share?

Perry Casson  
RV-10 C-FMHP 27 hours

---

From: *"David McNeill" <dml46007(at)cox.net>*  
Subject: *Wiring Questions*  
Date: *May 31, 2008*

try [www.mcmaster.com](http://www.mcmaster.com) for spiral wrap. They also have wraps that will take under cowl temps

as easy-to-use spiral wrap installs

like tape around bundles of wire, tube, and hose.

Wrap also permits access anywhere along its length.

Polyethylene=97 Comes on a spool. Temperature range is '76=B0 to +190=B0 F. Sleeving is abrasion and solvent resistant and is UL recognized. To Order : Please specify length from those listed in the table. Clear wraps are for indoor use. Ultraviolet-resistant wrap is black and ultraviolet-stabilized for outdoor use in direct sunlight. Choose-a-color wraps are for indoor use. To Order : Please specify blue, green, orange, red, white, or yellow.

=03 1/2 to 5 for self-extinguishing nylon sleeving. Lengths are not continuous.

OD

Bundle Dia.

Range

CHOOSE-A-COLOR POLYETHYLENE SELF-EXTINGUISHING NYLON

Wall

Thick.

Each Wall

Thick.

Each

10 ft. 25 ft. 50 ft. 100 ft. 10 ft. 25 ft. 50 ft. 100 ft.

1 / 8 . . . 1 / 16 to 1 / 2 . . . 0.032 . . . 7378K41 . . . . . \$1.99  
 \$4.44 \$8.11 \$14.77 0.015 . . . . . 7432K56 . . . . .  
 .  
 \$2.99 \$6.65 \$12.18 \$22.14

1 / 4 . . . 3 / 16 to 2 . . . . . 0.045 . . . 7378K42 . . . . .  
 3.06  
 6.95 12.78 21.10 0.025 . . . . . 7432K57 . . . . .  
 4.69 10.44 19.14 32.97

3 / 8 . . . 5 / 16 to 3 . . . . . 0.052 . . . 7378K43 . . . . .  
 4.92  
 10.70 19.63 34.66 0.035 . . . . . 7432K58 . . . . .  
 .  
 7.04 15.52 28.47 49.49

1 / 2 . . . 3 / 8 to 4 . . . . . 0.062 . . . 7378K44 . . . . .  
 6.28  
 13.49 24.74 43.00 0.035 . . . . . 7432K59 . . . . .  
 .  
 9.42 20.23 35.48 64.49

3 / 4 . . . 3 / 4 to 5=03 . . . . . 0.065 . . . 7378K45 . . . . . 10.07  
 22.38  
 39.75 72.28 0.032 . . . . . 7432K28 . . . . . 15.09  
 33.53  
 50.47 98.02

1 . . . . . 1 to 7 . . . . . 0.080 . . . 7378K46 . . . . .  
 15.20  
 25.34 46.17 84.44 0.032 . . . . . 7432K29 . . . . .  
 17.10  
 35.51 67.62 126.69

OD

Bundle Dia.

Range

Wall

Thick.

CLEAR POLYETHYLENE ULTRAVIOLET-RESISTANT BLACK POLYETHYLENE

Each Each

10 ft. 25 ft. 50 ft. 100 ft. 10 ft. 25 ft. 50 ft. 100 ft.

1 / 8 . . . 1 / 16 to 1 / 2 . . . 0.032 . . . 7432K36 . . . . . \$1.82  
 \$3.67 \$6.69 \$12.19 7432K69 . . . . .  
 . . . . . \$1.99 \$4.12 \$7.59 \$13.75

1 / 4 . . . 3 / 16 to 2 . . . . . 0.045 . . . 7432K37 . . . . .  
 2.85  
 5.75 10.53 19.15 7432K162 . . . . .  
 . . . . . 3.13 6.31 11.60 21.08

3 / 8 . . . 5 / 16 to 3 . . . . . 0.052 . . . 7432K38 . . . . .  
 4.38  
 8.62 15.81 27.51 7432K63 . . . . .  
 . . .

. . . . . 4.81 9.51 17.40 35.68

1 / 2 . . . 3 / 8 to 4 . . . . . 0.062 . . . 7432K39 . . . . .  
5.70  
11.25 20.62 35.84 7432K164 . . . . .  
. . . . .  
. . . . . 6.27 12.39 22.68 46.48

5 / 8 . . . 1 / 2 to 4 1 / 2 . . . 0.062 . . . 7432K47 . . . . . 8.72  
19.37 35.52 64.58 7432K66 . . . . .  
. . . . .  
. . . . . 9.59 21.31 39.07 71.04

3 / 4 . . . 3 / 4 to 5 . . . . . 0.065 . . . 7432K46 . . . . .  
9.36  
20.42 40.18 65.12 7432K165 . . . . .  
. . . . .  
. . . . . 9.67 21.49 39.40 71.63

1 . . . . . 1 to 7 . . . . . 0.080 . . . 7432K48 . . . . .  
14.12  
34.49 63.18 90.67 7432K67 . . . . .  
. . . . .  
. . . . . 14.74 26.74 50.77 120.65

1 1 / 2 . . . 1 1 / 2 to 10 . . . . . 0.100 . . . 7432K49 . . . . .  
26.30  
59.95 119.88 7432K68 . . . . .  
. . . . .  
. . . . . 26.83 62.95 125.87

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Les Kearney  
Sent: Saturday, May 31, 2008 6:35 AM  
Subject: RV10-List: Wiring Questions

Hi

I am in the process of planning my wiring and have a couple of questions for the list.

First, I am planning on using Infinity stick grips. When wiring these grips through the control stick tube, how does one protect the wires from undue stress when the control stick is moved?

Are there any rules of thumb that can be used when deciding what sizes of shrink wrap to be used in an applications ' in particular what arte the most common sizes that are used. I would like to order some from ACS but have no idea as to quantities and sizes I should get.

Lastly, what is the difference between a 4 indent and a 8 indent D-Sub crimper? Which is preferable?

Inquiring minds need to know=85.

Les Kearney  
#40643

---

Date: *May 31, 2008*  
Subject: *Wiring Questions*  
From: *"William Curtis" <wcurtis(at)nerv10.com>*

shrink wrap  
One each of: 1/4'', 3/8'', 1/2'', 3/4'', 1'' 48" long  
<http://www.harborfreight.com/cpi/ctaf/displayitem.taf?Itemnumber'39>

William  
<http://nerv10.com/wcurtis/>

----- Original Message -----

>  
> Hi  
>  
>  
>  
> I am in the process of planning my wiring and have a couple of questions for  
> the list.  
>  
>  
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> First, I am planning on using Infinity stick grips. When wiring these grips  
> through the control stick tube, how does one protect the wires from undue  
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>  
>  
> Les Kearney  
>  
> #40643

---

**Subject:** [Gust Lock options/opinions](#)  
**Date:** *May 31, 2008*  
**From:** *"Robin Marks" <robin1(at)mrmoisture.com>*

Perry,

This is close to what I plan on using:

\$1.30

Light, compact, simple, tested

Remove as part of preflight.

Robin

---

**From:** *"Bob-tcw" <rnewman(at)tcwtech.com>*  
**Subject:** [New products from TCW Technologies](#)  
**Date:** *May 31, 2008*

Fellow builders,

We are pleased to announce another new product. Universal  
Switch- Airspeed Kit. (USW-1)

At Sun-n-Fun many folks got to see our Safety-Trim and  
Intelligent Flap Controller system in action. This included a working  
demonstration of our products. Aside from the interest generated in  
these products we had a lot of inquires regarding the use of our  
Airspeed Switch (ASW-1) for the control of other electrical loads in the  
airplane. Well this new product addresses that need. USW-1 allows  
for the control of electrical loads up to 10 amps based on aircraft  
speed. This product provides a "squat switch" like capability and may  
be used to enable/disable a transponder.

For all the details please visit our web site.  
[www.tcwtech.com](http://www.tcwtech.com)

Thank you,

Bob Newman  
40176 finish kit.

---

**Subject:** [TruTrak Torque Enhancer Check](#)  
**From:** *"bcondrey" <bob.condrey(at)baesystems.com>*  
**Date:** *Jun 01, 2008*

Just a reminder to all to double check the security of the set screws on the TruTrak  
pitch servo torque enhancer when you install. Tim Olson noted an issue  
early on in his install and I had the same failure. Best guess is that the failure  
occurred after about a dozen flight hours (I've been hand flying the last  
several hours so can't pin it down exactly). Issue is that the cable that loops  
around the wheel and then attaches to the ends with simple set screws. Not  
sure if there is a flaw in the design, if the set screw wasn't properly tightened  
when the unit was delivered or if was a simple failure.

During some ground checking of systems last night I discovered that the pitch servo  
was moving (could hear it) but no control surface movement. After pulling  
the baggage bulkhead it was obvious that the cable connection had failed.

Following is a link to Tim's website where there are pictures of the torque enhancer  
and his description of the same issue.  
<http://www.myrv10.com/N104CD/upgrades/20060816/index.html>

It is not difficult to imagine that you could have this failure and jammed elevator  
controls would be a result. I will be talking to TruTrak in the morning



to see what they have to say and will report back. PLEASE check the security of your pitch servo torque enhancers on a regular basis.

Bob N442PM

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185704#185704>

---

**From:** *"Albert Gardner" <ibspud(at)roadrunner.com>*  
**Subject:** *Gust Lock options/opinions*  
**Date:** *Jun 01, 2008*

This won't work on an RV-10 because of the way the rudder stops are arranged.

Albert Gardner

N991RV

Yuma, AZ

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Robin Marks  
Sent: Saturday, May 31, 2008 8:37 AM  
Subject: RE: RV10-List: Gust Lock options/opinions

Perry,

This is close to what I plan on using:

<http://img236.imageshack.us/img236/9899/img0014170nb.jpg>

---

**From:** *"Dave Saylor" <Dave(at)AirCraftersLLC.com>*  
**Subject:** *Gust Lock options/opinions*  
**Date:** *Jun 01, 2008*

We've just been doing this. It'll work even better after I cut about 1/8" off the end of the red tube. We have to pull the pin out so the handle collapses all the way down against the frame.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
www.AirCraftersLLC.com

---

**Subject:** *Fuel System Page 37-2*  
**From:** *"johngoodman" <johngoodman(at)earthlink.net>*  
**Date:** *Jun 01, 2008*

I've searched the archives and haven't found the answer, so here goes. I'm on page 37-2 installing Van's fuel selector. The Blue fittings bring up a question: I did not use teflon tape, I used Fuel Lube. When you thread the Blue fittings in, they suddenly stop hard - like iron pipe does. I'm extremely reluctant to force them to the correct clocking. I can clock them correctly but they are about a 10th of a turn from the hard stop.

This is my first experience with the Blue fittings so comments are appreciated.  
John

-----  
#40572 QB Fuselage, wings finished  
N711JG reserved

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185781#185781>

---

**From:** *"dddsp1(at)juno.com" <dddsp1(at)juno.com>*  
**Date:** *Jun 02, 2008*  
**Subject:** *Re: Reduction in Price For SureGrip Brake Pedals*

David,  
Where did your idea and design for the oil cooler butterfly door on the RV10 come from?  
DEAN

---

Click now for great deals on quality business cards!  
<http://thirdpartyoffers.juno.com/TGL2131/fc/Ioyw6iieUwngjSwx340Xv7fjKcFEfPiF3LC9oPKqFiR0Xm1Qyr5yWI/>

---

**Subject:** *Re: Reduction in Price For SureGrip Brake Pedals*  
**From:** *"raddatz" <n667sr(at)comcast.net>*

Date: *Jun 01, 2008*

Dean,

Check this site

<http://www.justrvparts.com/RV-10%20air%20controller.htm>

My partner and I designed this and I've been testing this for the last 4 months on one of my RV-10's We developed this because of difficulty reaching good oil temp in winter and we have not restricted flow enough to effect summer cooling. We just released these for sale not long ago because we wanted everything perfect.

Steve Raddatz

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185819#185819>

---

Subject: *[Asymmetrical elevator trim - why?](#)*  
From: *"Lenny Iszak" <lenard(at)rapiddecision.com>*  
Date: *Jun 02, 2008*

I was just hooking up my trim hardware and I'm puzzled why the asymmetrical setup? I had found a discussion about this in the archives (twisted tail discussion and all), but I would still like to find out how this asymmetrical setup works, and why they designed it that way?

Could anyone provide us with an explanation?

Regards,  
Lenny  
#40803

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185858#185858>

---

Subject: *[Asymmetrical elevator trim - why?](#)*  
Date: *Jun 02, 2008*  
From: *"Condrey, Bob (US SSA)" <bob.condrey(at)baesystems.com>*

Lenny,

Original design had one of the trim tabs hooked in to the flap system to compensate for the nose down tendency as flaps are applied (noticeable with full flaps). Very early they (Van's) decided that it wasn't a big deal and just used both flaps for the regular trim system. The plane didn't really need any more nose down trim but really needed some help with nose up trim with forward CG during landings.

Looks pretty strange but works fine.

Bob  
N442PM flying

-----Original Message-----

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of Lenny Iszak  
Sent: Monday, June 02, 2008 8:38 AM  
Subject: RV10-List: Asymmetrical elevator trim - why?

I was just hooking up my trim hardware and I'm puzzled why the asymmetrical setup? I had found a discussion about this in the archives (twisted tail discussion and all), but I would still like to find out how this asymmetrical setup works, and why they designed it that way?

Could anyone provide us with an explanation?

Regards,  
Lenny  
#40803

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185858#185858>

---

Subject: *[Re: TruTrak Torque Enhancer Check](#)*  
From: *"bcondrey" <bob.condrey(at)baesystems.com>*  
Date: *Jun 02, 2008*

Update: TruTrak is overnighing out a new Torque Enhancer. Person I talked to said he saw this on some early torque enhancers but not recently.

Another reminder - check the security of the set screws that attach the cable to the aluminum bar! If you have a problem it is NOT repairable by you due to the required tension on the cable.

Bob

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185924#185924>

---

**Subject:** [Pitot connection at Wing root](#)  
**Date:** *Jun 03, 2008*  
**From:** *"McGANN, Ron" <ron.mcgann(at)baesystems.com>*

G'day all,

Need to order some final bits - what have you guys typically been using to connect the solid (pipe) pitot line to the flexible (tube) line at the wing root??

Cheers,  
Ron  
187 almost done

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**Subject:** [Rear Seat Belt Anchors & cables](#)  
**From:** *"jayb" <jaybrinkmeyer(at)yahoo.com>*  
**Date:** *Jun 02, 2008*

I'm wrapping up tailcone plumbing stuff before closing out the access hole behind the cabin top. The rear seat belt anchor plates don't yet have the cables installed and I haven't been able to find the directions.

Does anyone know offhand the chapter/page where this can be found? It would make much more sense to have done this BEFORE attaching the tailcone as it sucks crawling around back there!

Cheers,  
Jay  
Plumbing and electrical

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=185988#185988>

---

**From:** *"Dave Saylor" <Dave(at)AirCraftersLLC.com>*  
**Subject:** [Pitot connection at Wing root](#)  
**Date:** *Jun 02, 2008*

If you terminate the aluminum tube in a flare-to-1/8NPT, you can use this barb adapter from McMaster-Carr: 5116K301

I use two wraps of .020 safety wire around the nylon tube at the barb. Seems to be holding well so far.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
[www.AirCraftersLLC.com](http://www.AirCraftersLLC.com)

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of McGANN, Ron  
Sent: Monday, June 02, 2008 3:53 PM  
Subject: RV10-List: Pitot connection at Wing root

G'day all,

Need to order some final bits - what have you guys typically been using to connect the solid (pipe) pitot line to the flexible (tube) line at the wing root??

Cheers,  
Ron  
187 almost done

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**From:** *John Gonzalez <indigoonlatigo(at)msn.com>*  
**Subject:** *HOOR TOTAL ON DOORS*  
**Date:** *Jun 03, 2008*

I started my door half trimming on March 7th. Last weekend I painted the interior of the doors, meaning that I have not placed the door seals on yet, nor have I put the windows on the doors either. So far I spend 69 hours on door related issues. They fit like a glove, but man it was a long haul.

John G. #409 on to Windows

---

**Date:** *Jun 03, 2008*  
**From:** *Deems Davis <deemsdavis(at)cox.net>*  
**Subject:** *Re: HOOR TOTAL ON DOORS*

I'd say you got away easy! ;-)

Deems Davis # 406  
'Its all done....Its just not put together'  
<http://deemsrv10.com/>

John Gonzalez wrote:  
> . They fit like a glove, but man it was a long haul.  
>  
> John G. #409 on to Windows  
> \*  
> \*

---

**Subject:** *Exhaust fitting problem*  
**Date:** *Jun 04, 2008*  
**From:** *"McGANN, Ron" <ron.mcgann(at)baesystems.com>*

G'day all,

After 4.25 years of building and having everything fit beautifully, I finally get to the very last set of plans (FF-6 Exhaust installation). Install the right side first, still amazed at how everything 'just fits'. Finished the routing of the alternator and starter wires and pulled out the last piece of the kit that was left - the left hand exhaust manifold.

There is no way that this puppy will fit. The riser for #2 cylinder seems to have been welded incorrectly and there is nowhere near enough adjustment to have the stack fit the exhaust ports.

Has anyone else experienced this or am I SOL, right at the finish line??

Thanks in advance for any responses - no 'cheers' today ;-<

Ron  
187 hobbled at the end

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**From:** *"David McNeill" <dml46007(at)cox.net>*  
**Subject:** *Exhaust fitting problem*  
**Date:** *Jun 04, 2008*

Welding, although an important skill, is not rocket science. If you are convinced a mistake was made your best bet is to have it corrected locally. IIRC there was a mistake in mine and I noticed it well before the end game. The welding contractor repaired the product but lost my address. One day when wondering why it never returned I called them and gave them my info again. Given your distance I suggest you have an aircraft certified welder do it there. I would expect that Vans or Aircraft Exhaust

Technologies would provide compensation. Just send them a good digital picture of the problem.

---

From: owner-rv10-list-server(at)matronics.com  
[mailto:owner-rv10-list-server(at)matronics.com] On Behalf Of McGANN, Ron  
Sent: Tuesday, June 03, 2008 9:54 PM  
Subject: RV10-List: Exhaust fitting problem

G'day all,

After 4.25 years of building and having everything fit beautifully, I finally get to the very last set of plans (FF-6 Exhaust installation). Install the right side first, still amazed at how everything 'just fits'. Finished the routing of the alternator and starter wires and pulled out the last piece of the kit that was left - the left hand exhaust manifold.

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Ron  
187 hobbled at the end

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---

**From:** *"John Testement" <john(at)roadmapscoaching.com>*  
**Subject:** *J Channel & Bulkheads*  
**Date:** *Jun 04, 2008*

I have had an interesting comment by both an A&P and an RV6 builder while looking over my plane. They pointed out that in the tailcone the edges of the J channels touch the bulkhead cutouts. They were concerned that the contact under vibration could create a crack in the bulkheads. They both suggested that I bend the J channel edges down to prevent the contact. This seems like a lot of work (especially in the tight tailcone). I am wondering if anyone else has been concerned about this or has bothered to bend J channels. Is there a building standard about contact between parts like this?

John Testement  
HYPERLINK "mailto:jwt(at)roadmapscoaching.com"jwt(at)roadmapscoaching.com  
40321  
Richmond, VA  
Painting and final assembly

Checked by AVG.  
7:00 AM

---

**Date:** *Jun 04, 2008*  
**From:** *PJ Seipel <seipel(at)seznam.cz>*  
**Subject:** *Re: J Channel & Bulkheads*

I noticed it during construction and filed the holes in the bulkheads a little bigger so they didn't touch. Not sure if it is/was necessary though.

PJ Seipel  
RV-10 #40032

John Testement wrote:  
> I have had an interesting comment by both an A&P and an RV6 builder  
> while looking over my plane. They pointed out that in the tailcone the  
> edges of the J channels touch the bulkhead cutouts. They were  
> concerned that the contact under vibration could create a crack in the  
> bulkheads. They both suggested that I bend the J channel edges down to  
> prevent the contact. This seems like a lot of work (especially in the  
> tight tailcone). I am wondering if anyone else has been concerned  
> about this or has bothered to bend J channels. Is there a building  
> standard about contact between parts like this?

>  
> John Testement  
> jwt(at)roadmapscoaching.com  
> 40321  
> Richmond, VA  
> Painting and final assembly  
>  
>  
>  
>  
> Checked by AVG.  
> 6/3/2008 7:00 AM  
>  
>  
> -----  
>

---

Subject: [Re: Exhaust fitting problem](#)  
From: "Jim Berry" <jimberry(at)qwest.net>  
Date: Jun 04, 2008

Ron,

I just did this step a couple of months ago, and at first I could not see any way it was going to fit. By leaving the exhaust stud nuts very loose I was able to get an approximate fit of the pipes into the collector. Snugged down the nuts a little at a time, and it all came together. If yours doesn't work that way I would ask Van's for a new one, as Tim suggested.

Jim Berry  
40482

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=186233#186233>

---

Subject: [Re: Exhaust fitting problem](#)  
Date: Jun 05, 2008  
From: "McGANN, Ron" <ron.mcgann(at)baesystems.com>

Hi Guys,

I received a response from Larry Vetterman overnight as follows:

"Ron, this system was built on a Lycoming so it will fit and in fact it was placed on the engine to check for final fit. I do believe that you have got the pipes out of alignment by moving the ball joints which is forward and rear movement and then sideways also which can be checked by alignment or mis alignment of the connecting links on pipes 2 and 6 and also on the collector. Start over by mounting each individual pipe with out the collector and align #2 and #6 with #4 . #4 is the only rigid pipe so align to it. when they all line up you can loosen the nuts on the flanges and slide the collector part way on. then align the connecting links if need. Try this as the pipes do not need trimmed the #4 gives your forward and rear placement. Larry"

I checked my manifold last night before I received Larry's email and it appears he is spot on the money. The ball joint (or slip joint) on the #2 (ie forward) riser was jammed and out of position - I would have sworn that it was welded in place and not meant to move. After much huffing and puffing and a considerable amount of lubricant/penetrant (gotta get some 'Mouse Milk'), the joint finally loosened. I haven't tried to re-instal yet, but it looks like that was the problem.

So for those yet to get to this point, the pipe joints that look like they should move really do move, and may need to be lubricated. The key to correct alignment is the middle riser (#4). I would have loved to have seen Larry's response before I started the installation - would have saved some grief so present it here for the archives.

So it looks like I now only have one issue - thinking that I am at the finish line (thanks heaps Robin!!)

Cheers,  
Ron  
187 up and running again

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From: "Dave Saylor" <Dave(at)AirCraftersLLC.com>  
Subject: [SlilckStart Troubleshooting](#)  
Date: Jun 04, 2008

If your SlickStart doesn't seem to be starting so slick, read on.

Our RV-10 developed a starting problem in that it suddenly became VERY difficult to start. For 130 hours it had been starting quite nicely, but the last time I tried, I just had to give up.

N921AC has two slick mags, one with retard points on the left, and a SlickStart solid state starting module, essentially a newer version of the Shower of Sparks system.

I went through all the normal troubleshooting and figured the problem must be the SlickStart module. I wasn't getting any spark at the plug with the SlickStart powered up and the retard points in firing position. I called Unison just to make sure I was checking the right things, and they confirmed it had to be the SlickStart. So I changed it.

No help. I checked as many things as I could think of: timing, p-leads, harness, fuse, grounds.. I knew the points were opening because my timing box was indicating OK. I knew the mag was basically sound because when we had managed to get it started (I won't go into how...), it ran fine with a normal mag drop.

I finally gave up and sent the mag and both SlickStarts (old one and new one) to LyCon, where I got my engine. They put it on their magneto bench, and came up with the following explanation. This is somewhat untested, but it makes sense and all the evidence >>points<< to it. Sorry, I couldn't resist.

Ken at LyCon explained to me that the capacitor had failed, and in so doing had caused the frame of the points (both sets, I guess), to get warm enough to accelerate the wear of the cam follower. So, both points were technically opening, but just barely enough to trip the timing light. Maybe .001 or .002 inches instead of .012 or more. That does make sense, because one of the first things I did was to check the mag timing, and I found it had advanced about 10 degrees, to about 15 BTC on the main points and about 10 past TC on the retard points. I just reset the timing and went on troubleshooting. As the cam follower wears, it retards the spark.

Part of the SlickStart troubleshooting says to look for ~300 volts from the output. If the points were barely opening, I think that 300 volts would be able to jump the gap and essentially ground through the retard points instead of exciting the primary coil.

I installed my old mag after LyCon replaced both sets of points and the capacitor, and it worked fine.

So the upshot is, if the SlickStart troubleshooting points to a bad module, it's probably worth physically checking the point gap with a feeler gauge, instead of just with the timing box before you replace the module.

In retrospect I wish Unison would have suggested that.

Dave Saylor  
AirCrafters LLC  
140 Aviation Way  
Watsonville, CA  
831-722-9141  
831-750-0284 CL  
www.AirCraftersLLC.com

135 hours

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Subject: [Re: HOUR TOTAL ON DOORS](#)  
From: "AirMike" <Mikeabel(at)Pacbell.net>  
Date: [Jun 04, 2008](#)

I would agree that 269 hrs is a reasonable time to spend on the doors and the hinge - locking mechanism

-----  
OSH '08 or Bust (busted) be there in "09  
Q/B Kit - exited cabin top/door purgatory

Read this topic online here:

<http://forums.matronics.com/viewtopic.php?p=186333#186333>

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Date: [Jun 05, 2008](#)  
From: [linn Walters <pitts\\_pilot\(at\)bellsouth.net>](#)  
Subject: [Re: OT - Explain This](#)

Sam wrote:

>  
> My simple explanation is a bit dated, 70's experience. I agree, were  
> all pawns, in a world game!  
> Now, back to RV10 stuff.....did anyone perfect a rudder trim system?  
The subject seems to have died, doesn't it??? I'm still working on my 'closed loop' rudder cable system. Well, that's not true. Other projects have been consuming my time. Once the closed loop system is complete, I envision a vernier control attached to springs on one of the rudder cables to bias the rudder. We'll see!!!  
Linn

**From:** [John Gonzalez <indigoonlatigo\(at\)msn.com>](mailto:indigoonlatigo(at)msn.com)  
**Subject:** [Re: HOUR TOTAL ON DOORS](#)  
**Date:** [Jun 05, 2008](#)

Wow, I guess I did do something right if I cut off 200 hours.

John G. #409> Subject: RV10-List: Re: HOUR TOTAL ON DOORS> From: Mikeabel@P  
acbell.net> Date: Wed, 4 Jun 2008 23:14:50 -0700> To: rv10-list(at)matronics.c  
I would agree that 269 hrs is a reasonable time to spend on the doors and t  
he hinge - locking mechanism> > -----> OSH '08 or Bust (busted) be there  
in "09> Q/B Kit - exited cabin top/door purgatory> > > > Read this  
topic online here:> > <http://forums.matronics.com/viewtopic.php?p=186333#>  
===== > >

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**Date:** [Jun 05, 2008](#)  
**From:** ["Kelly McMullen" <apilot2\(at\)gmail.com>](mailto:apilot2(at)gmail.com)  
**Subject:** [Almost a Builder](#)

Tail Kit order was faxed to Vans today, so I suppose I'll have a  
builder number shortly and start worrying about picking up the kit and  
inventorying it. Looking forward to it.

---

**Date:** [Jun 05, 2008](#)  
**From:** [LES KEARNEY <Kearney\(at\)shaw.ca>](mailto:Kearney(at)shaw.ca)  
**Subject:** [Re: Almost a Builder](#)

Kelly

Welcome to the dark side. I guess I'll have to rat you out to the Piper list...

Cheers

Les

----- Original Message -----

From: Kelly McMullen <apilot2(at)gmail.com>  
Date: Thursday, June 5, 2008 8:46 pm  
Subject: RV10-List: Almost a Builder

>  
> Tail Kit order was faxed to Vans today, so I suppose I'll have a  
> builder number shortly and start worrying about picking up the  
> kit and  
> inventorying it. Looking forward to it.  
>  
> RV10-List Email Forum -  
> \_-  
> = - MATRONICS WEB FORUMS -  
> \_-  
> = - List Contribution Web Site -  
> \_-  
> = -Matt Dralle, List Admin.  
>  
>  
>  
>

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**From:** ["pascal" <pascal\(at\)rv10builder.net>](mailto:pascal(at)rv10builder.net)  
**Subject:** [Re: Almost a Builder](#)  
**Date:** [Jun 05, 2008](#)

I doubt you'll worry too much about the pick-up but I assure you there will  
be moments you will worry when building, but don't worry than either since

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May 15, 2008 - June 05, 2008

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