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July 2010



HIGHLIGHTS FROM THE JUNE MEETING



MONTROSE, CO * MYJ * THE X CHAPTER

EAA Chapter 1373

A FINE RAINY DAY FOR A BARBECUE WITH CHAPTER 800

Lowell's RV-8 leaves the garage for the airport

For those of you that laughed when I casually mentioned that we would take the RV-8 to the airport in a couple of months were mostly correct to laugh even tho' you were only half correct. The wings and control surfaces made it on time and I believe they constitute the major portion of the square foot area of an aircraft. The fuselage was another story. It was one major setback after another. First off, the Subaru came out fast enough but the "good deal" on the Lycoming Io-360 I purchased turned out to be something less than I expected. While trying to hang it on the new Van's engine mount I kept thinking it more resembled a turbine than a recip. Curiosity finally got the best of me so I started comparing it to pictures in the Lycoming 360 handbook and to my surprise my "good deal" didn't have cylinders, pistons or rods - it didn't even have a crankshaft to connect them to! Major setback in an attempt to fly this thing in two months. Next major setback was trying to find the edge grain in the aluminum skin and thank goodness I invited a couple of the tech counselors over to help me solve the reason my T-88 epoxy glue just would not develop sufficient peel strength on the aluminum test pieces. It worked well on my other projects with Spruce and Mahogany. What could be the problem? Anyway, I could go on and on describing all the setbacks and problems that caused the two month projection to more like 14 months. Anyway the next time most of you see this project again it will probably be one assembly at the Delta Airport and more importantly the propeller rotating and making noise. Note that in one of the attached photos I was attempting to take off from Rimrock Trail but with so many pieces not attached yet I could not develop sufficient speed, or was it lift, to clear the 9 foot Pinion at the intersection of Rimrock and Paradox Trail, so had to make an emergency call to Bob for assistance and trailer. You would think that the weight reduction would have more than made up for the loss of lift, oh well.

Thank goodness for Chapter 1373 members help in times of need.

Good Flying,

Lowell

P.S. A note from Dee: I made the mistake of commenting on the fact that the garage looks so empty now and what were we going to do with all the space. MISTAKE! Both Bob and Lowell were quick to say "buy another plane". He needs NO encouragement from any of you chapter members!!!! :)

EAA 1373 JULY MEETING

WHEN: 10 am July 10, 2010

WHERE: Graham's hangar at the Delta Airport.



Heading to the airport



Not enough lift



Push me.....Pull me.....



The Supervisor

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