



RUNWAY 35



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2005 — Builders, Restorers

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PHOTOS CONTRIBUTED BY N. WARNER, J. FEIGHNY,	

My goal with the second issue of the news letter is to get some information out about the chapter builders and restorers. The aim is to not only high light the level of expertise within the Chapter, but also to give those who are contemplating a build or restoration project some contacts. My personal experience in the endeavor of doing restoration work on my Stinson and deciding to build a COZY has been very positive, largely as a result of the associations formed in Chapter 35.

I visited two builders during January. One a highly experienced RV builder and the other, a very busy local Minister, who is make slow, but meticulous progress on an composite aircraft. We have also formed a COZY builders group, Steve Carlson has some words about that in the Prez's column..

Jim

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Visit with Steve

Formhals, RV-8 builder, on January 16th, 2005. Steve, is building RV-8 components at home in his well organize ship/garage. Normal selection of tools with notable exception of a 3 out of 1 compressed air connection I had never seen.

His kit is a twice previously owned quick-build that had not seen much action in the past. Steve has made good progress; his schedule is 2 hours, everyday...every day means progress. He has a hangar at Bourne-Stage for storing completed components, and the next project.

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STEVE FORMHAL

Steve has build two airplanes previously, an RV -6 and a Smith mini plane, so his skills are quite well honed. Notable on the RV -8 is the decision to go all electric with Blue Mountain EFIS, engine monitor and performance instruments. A small backup alternator, battery and ability to separate out essential and support busses as well as component battery backups insure redundancy.

Steve has gone with the locally manufactured ECI builder engine kit. He said the project was not too hard, he has topped one and overhauled another engine, and support from his supplier and ECI has been very good. When all is said and done, he plans to get 180 HP out to the constant speed prop.

Steve has stuck very close to the plans, and he noted that the few deviations he did make had that inevitable domino effect down stream on the rest of the project.

If you are considering an RV—visit Steve as he has plenty of experience and knows many short-cuts and techniques for keeping the project on line, time, and budget.

