



11/3/2005 The Chinook packages have arrived. Things are so neat for a few minutes.

After 8 hours the parts inventory is complete. The fact that I am smiling proves my loss of sanity for the size and scope of the project is now apparent.

So this is one of the easiest 51% approved kits available. WOW!



If I fall into this big box no one will find me for weeks

11/4 Fuselage work starts at 8:00 AM. Due to back ordered parts, I can only work to page 7 on strut attach plates and axle.

This is the first rivet I have ever installed.



The wings are constructed ahead of plans for the next two days



With pre-drilled holes the ribs were quick to assemble. The channel supports took a little more time and care. Two wings were finished and ready for Mike's inspection when I left Sunday 11/6. I want to have strobe and position lights that run off the lighting coil and a regulator. I will have to talk with Mike about running wires to the wing tips.

11/17 8:00 Am: The back ordered part arrived a few days ago so it back to work again on the fuselage. Mike replaces the bolt I used for the wing attach bracket. Good catch Mike.



By mid day the fuselage is taking shape and there is a pile of metal shavings on the floor. Now we are getting somewhere! Ready for the wheels.



That's a tough bungee cord and the help getting it on was much appreciated.



10:00 AM on the 18th  
I talk with Mike about  
fabricating a second bracket  
so two control cables can be  
used from the front stick.  
We are building this as a  
single place and I feel better  
about always having a cable  
pulling especially on the  
aileron control.



11/18 Work is started on the tail section.  
Sometimes the hardest part of the  
construction is to make sure the proper  
size nuts and bolts are being used.



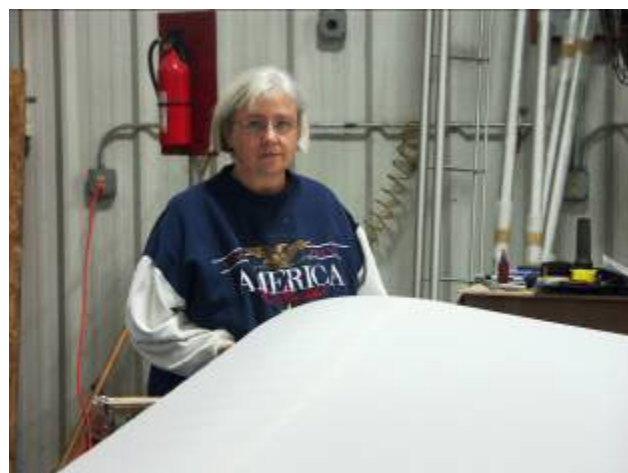
5:30 pm  
The tail construction  
and cable adjustments  
are finished for now.  
Rudder and the elevator  
will be removed again  
for covering.

Worked on the front  
cabin for a few hour on  
Saturday the 19<sup>th</sup> and  
returned home



11/22 Just came back for one day to finish the front cabin. Mike will do the pre-cover inspection, run the wires for the strobes and position lights, and it's ready for covering. Going back home to rest for a while.

11/28 to 12/1 Nancy returns with me to help with the covering. 4 hands are found to be useful often during this procedure.



We work 10 hours a day for 4 days. Lots of cleaning, taping, gluing, cutting.



I return on December 14<sup>th</sup>, 15<sup>th</sup>, and 16<sup>th</sup> to work on more covering. Yet I need to return again on the 19<sup>th</sup> and 20<sup>th</sup> to finish the pinking tape. Some time was also spent on the engine mounting, muffler and oil injection while waiting for glue to set up.



Another of my mistakes – I had to drill out the rivets for the cable guides as they were mounted too close to the tail. Of course the rivets like to spin when you try to drill.



Another little diversion. There were times when I just couldn't look at that green glue any longer. All and all a little over 100 hours went into mostly covering. What, did I expect this to go a little faster? Yes, but then I have not had any previous experience. Time did drag a little bit during this part of the project.

Last page it was almost Christmas. Now a new year has started and it is February 2<sup>nd</sup> before the fuselage comes back from the painter. He is very upset about sticky yellow junk being all over everything in his paint shop. I have to humor him because he has yet to start painting my wings.



By noon we have the engine mounted, heater installed and the throttle controls. Almost ready to start with the safety wire.



The afternoon is past by the time I install the rear deck and instrument panel. We also trial fit the front Plexiglas. Time to return home and wait for the painted wings to show up.





On 2/16 the wings are back from the painter; but before I could even attach the ailerons, both my wife and Mike said I had to line the inside of the cabin. I have to admit that it does look better.



We are really getting close by the time we leave on the 17<sup>th</sup>. Mike has been very helpful with checking the fittings and cutting the Plexiglas.

We set the wing warp using the simple tool below



I returned on the 23<sup>rd</sup> of February to finish the glass, mount the prop and do a weight and balance.



On February 24, 25, and 26<sup>th</sup> I attended this repairman course. We have a surprise visitor, an FAA administrator from the local office, who audits the entire course. Both the instructor and the FAA auditor are also surprised at first to find me attending this course. (As a builder of an experimental aircraft, I will be requesting a

different repairman certification and cannot use the LSA for my Chinook airplane.) I explained that in building a craft one does not experience wear issues; excessive pulley wear, fabric and metal fatigue, signs of pulling out torque rods, and the list goes on.

To me building is more a matter of following the instructions, and having some one knowledgeable to check and correct your work. The inspection of this aircraft as it gets to be 5 or 6 years old is a lot different. Having the proper certification is important, but it is only a step to the overall goal of flying a safe and airworthy kit built aircraft for years to come. Building with new parts is one thing. Detecting what is broken or preferably what is about to break is another thing.

A lot of the attendees were more interested in telling stories than paying attention during the lectures and exercises. I feel this course gave me a lot of useful information on inspecting and maintaining my aircraft. A final test was a fare test of knowledge and not overly difficult. Only about half passed.

Joe Norris, the instructor told me “Everyone needs to build and airplane once.” With 200.5 hours into this project (painting not included), I can say this may be my once. I would rather be flying than building. Flying an airplane I built is a dream for me that will soon be a reality.

Thank you, Mike and Aircraft Supermarket for all the help and use of the facilities.

Kurt Vos EAA member and airplane builder.

Empty wt 432 lbs. CG with full fuel and me 69.4 in. CG is right in the center and at 747 lbs there is still over 300 lbs. of capacity left!