

David McManmon, RV6 Owner, Builder, Pilot– Syracuse, New York

NYFlapjack2@AOL.COM



My "Aluminum Mistress", call sign Flapjack2, painted as my tribute to the NY ANG, Syracuse 174th TFW, marked to their specs. "I was patriotic well before September 11th". Assistant builder – Col. John Balbierer 174th TFW (also another RV6 – owner, builder & pilot)

RV6 – S/N 24148, slow build kit, completion time was @1825 hours over a 4.5 year period. First flight – November 7th 1999 (again note before 9/11/2001). @ Dec 2009 about 375 TT. Engine – Lycoming 0-320, H2AD 160HP (salvaged from a Cessna Skyhawk). Prop – Sensenich Metal, 70CMS9-0-81 cruise prop. Empty weight - 1055 lbs, 1800 Lbs Gross, Aerobatic Category Certified Airworthiness. Performance +6g's, -3g's without inspection certified in excess of +9g's to ultimate failure. Economic cruise @ 7.5 gph, 75% = 180mph/156knots, fast cruise to +210 Vne easily found.



Martin Senior -Trio Prime inside, and their MSU Urethane primers and colors on exterior. All artwork, like the stars & bars, the tail art COBRA & Syracuse stripe, the in-flight refueling guidance, the canopy instructions, all that tiny lettering was from cut stencils and is painted on. The only Vinyl decals are the bullet hole strafes and the 6 - MK82 dumb bombs under the wings. It is light gray bottom and dark gray upper aka current Mil spec, except glossy. I hand fogged the blends of dark over the light everywhere, off line and apart. Alone I painted the wings and tail complete in an old barn 1 year ahead of the fuselage. I took good notes and measurements. Other than some crud and fossilized bugs in the paint, not too bad from a shed dirt floor paint shop. It was a gamble on how it'd all go together & line up as the entire plane was never fully assembled until August 1999 at Oswego County Airport – Fulton NY.



Flight of 2, the Col. below somewhere over Albany area March 24th, 2007

Equipment – All owner builder installed, Day - Night VFR, all 6 traditional flight instruments including vacuum pump, A.H. and D.G., Digital Tach, Fuel Tank Gages, MAP, EGT/CHT, AMP/VLT, Oil Press/Temp, G meter, Clock. & hidden Hobbs meter. Circuit Breaker switches control all, including acting as master switch to Avionics automotive style fuse block, and a master switch to the accessories automotive style fuse block, including electric flaps and electric elevator trim.



Panel – All Owner/builder installed, KLX135A Nav/Com/Moving Map GPS & coupled to NavAid Autopilot, KT76 transponder mode C, RAM mount Anywhere Map color GPS with live Wx (not shown). Flight Com 403 intercom, stereo CD/MP3 interface. Active cancellation headsets.

Additional: Phlogiston Spar & Barnard Aircraft quick build parts. Lauritsen interior, 5-point aerobatic harnesses. I am very proud of my CAD designed dash. Divided into 4 panel segments, held on a skeleton back, easy service while seated. Andair fuel selector and gascolator. The H2AD engine was a mild challenge; I had to fabricate engine baffles, throttle & mixture bracket, alternator bracket, firewall oil cooler mount with flap door, add cowl bumps up front for clearances too.

**Links of interest: www.eaachapter486.com (Oswego Co. Fulton NY - EAA chapter)
www.vansaircraft.com (The complete RV Kit Story)**

