

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

*NYFlapjack2@AOL.COM (rev Feb 3<sup>rd</sup>, 2010 with more info & corrections)*



**My "Aluminum Mistress", call sign Flapjack2, painted as my tribute to the F16's of NY ANG, Syracuse 174th TFW, marked to their specs. "I was patriotic well before September 11th". Assistant builder, Col. John Balbierer 174<sup>th</sup> TFW (another completed RV6, builder & pilot). EAA Tech Advisor & 1<sup>st</sup> flight Pilot Alan McKeen (also completed RV6, builder & pilot). Many thanks to them and the many other EAA 486 & local RVers all who built ahead of me. RV6 S/N 24148 was slow build kit, completion time was @1825 hours over a 4.5 year period. Started @ March 1995 with First flight November 7<sup>th</sup> 1999. (again note before 9/11/2001). Times as of February 2010 .....about 285 TTAF & on the Propeller. Prop is a Sensenich Metal, 70CMS9-0-81 cruise prop, & it hauls almost = to the Col's 180C/S. Eng – Lyc 0-320, H2AD 160HP, 1785 SMOH from 1<sup>st</sup> OH. I have original logs, data plaque on engine, yellow tags + receipts from the work. It was hanger wrecked C172 salvage. Empty weight - 1055 lbs, 1800 Lbs Gross, Aerobatic Category Certified Airworthiness. 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, 6 traditional flight instruments including vac pump, A.H. and D.G., Digital Tach, Fuel Tank Gages, MAP, EGT/CHT, AMP/VLT, Oil Press/Temp, G meter, Clock. & Hobbs. Circuit Breaker switches control all, including acting as master switch to Avionics automotive style fuse block, and a master switch to accessories fuse block. Options include 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 (no longer Garmin III) Anywhere Map color GPS with live Bluetooth Wx receiver behind seats (not shown). Flight Com 403 intercom, with a stereo CD/MP3 plug in interface. 2 -Pilot rechargeable ANR Active cancellation headsets.**

**Additional: Plane has always been hanger kept. Only been overnight outside probably 14 days in its life on a few trips. It has the Anodized Phlogiston Spar & Barnard Aircraft CNC quick build parts and Wing fast building prep services performed (the quick build of the day back then). DJ 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, with room to grow or easily upgraded. 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. The Vetterman SS 4:2 exhaust + 2 muffs are the same as other 0320's & it all works excellent. This plane has never let me down, oil burn samples well PPM limits and cut filters no surprises. Oh it comes with a brand new "Concord" battery award letter with no expiration; current battery I replaced because of age worries is all about 3 years ago. [www.eaachapter486.com](http://www.eaachapter486.com)**

