

04-24-2016, 04:39 PM

#1

stamper

Join Date: Dec 2012
Location: alaska
Posts: 309

RV-10 pink slip

[IMG]



[/IMG][IMG]http://

I finally got it! Now I have to leave to Alaska for 6 months before I get to fly it.

2016 dues paid

RV10 Started Jan 2013
DAR sign off April 23rd 2016

PA-18
PA-46
Cessna 172 and T182RG
RV-10

Quote

11-02-2016, 09:09 PM

#1

Join Date: Dec 2012
Location: alaska
Posts: 309[stamper](#)  **cowling deforming**

I have almost 8 hrs on my plane after today. I pulled the top cowl off this afternoon after the engine cooled and noticed that where my bottom and top cowl meet with the side hinges they no longer line up. My bottom cowl as sucked in about a 1/2" in the center. This is going to make it really hard to get the pins back in. It did this on both sides but the left is worse then the right.

Has this happened to anyone else and what did you do to correct the problem. I do have the inside of the cowling painted and the outside is not painted yet if that makes any difference.

2016 dues paid

RV10 Started Jan 2013

DAR sign off April 23rd 2016

PA-18

PA-46

Cessna 172 and T182RG

RV-10



11-03-2016, 08:05 AM

#2

Join Date: Dec 2007
Location: Dogwood Airpark (VA42)
Posts: 1,420[Carl Froehlich](#) 

Off hand it sounds like you have significant "exhaust pipes heating the cowl" issues.

- Do you see discolored areas on the bottom cowl?
- Did you paint the inside of the cowl white to reflect heat?
- Did you put in the reflected heat shield on the inside of the cowl?

Carl



11-03-2016, 10:35 AM

#3

Join Date: Dec 2012
Location: alaska
Posts: 309[stamper](#)  **cowl**

I did paint the inside of the cowl white and I also put the heat shield on but just under the pipes. I didn't heat shield the whole inside.

2016 dues paid

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PA-46

Cessna 172 and T182RG

RV-10



11-03-2016, 06:27 PM

#1

Join Date: Dec 2012
Location: alaska
Posts: 309

[stamper](#)  **G3X**

Just started flying my rv10 with the G3X, can someone tell me that is also flying with this if their fuel PSI fluctuates just a little or is it rock solid. I get fluctuation like 23.4 to 23.7 or so constantly my MP will fluctuate about .1 or .2 up and down pretty constantly but not as frequent as the fuel pressure.

I just can't remember if it has always been that way or not and I only have 10 hours on the plane right now so if someone that flies theirs if they could take a look and let me know if it should stay solid or a few 10ths of movement is not that big of deal. Thanks in advance

2016 dues paid

RV10 Started Jan 2013
DAR sign off April 23rd 2016

PA-18
PA-46
Cessna 172 and T182RG
RV-10



11-03-2016, 08:08 PM

#2

Join Date: Sep 2009
Location: St. Louis, MO
Posts: 1,616

[Bill.Peyton](#) 

Do a search on snubber device for manifold pressure. Without one you will see these type of fluctuations. I suspect the same is true for the fuel pressure. I have snubber so on both sensors, which cured the issue for the Garmin G3x

<http://www.vansairforce.com/communit...hlight=Snubber>

Bill Peyton
RV-10 - 780 Hrs
First Flight Oct 2012
WA0SYV
Aviation Partners, LLC



11-03-2016, 08:22 PM

#3

Join Date: May 2005
Location: X35 - Ocala, FL
Posts: 3,432

 [Jesse](#) 

When we talked, I though you were seeing fluctuations of 23 to 27psi, not 23.4-23.7. That type of fluctuation would worry me. Many devices have an algorithm that smoothed out changes and gives an average reading over a longer period of time (not long, but longer than the instantaneous value). We used to see those types of fluctuation from our Dynon D-10 EMS over 10 years ago. They smoothed things out. I don't remember seeing it in fuel pressure, but I wouldn't be surprised. Just like manifold pressure picked up from a cylinder, where the intake stroke is what causes the reading of manifold pressure, the pump only creates pressure as the plunger is pushing on the pump lever. It sounds like a snubber device might help.

Jesse Saint (Saint Aviation, Inc. - VAF Advertiser)

RV Hotel (hangar, room, car) at X35 in north FL