

March, 2007

## You, Me, and Mona

Dick Sipp's prime motivation for replacing his previously built Van's RV4 with a Van's RV10 was Mona. Well, that's stretching the truth a bit but since the RV10 is a four place airplane there will be ample room for Dick, his wife, Vicki, and their 45 lb. black lab, Mona, plus a generous amount of luggage with its payload of 1100 lbs. His first experimental, a 1983 RV4, took him nearly 14 years to build as he traveled then quite a bit with his job (guess so, since he was a corporate pilot for the Ford Motor Company). He also did weekend flying with the USAF military reserve besides serving active duty for 6 months during the 1<sup>st</sup> Gulf War in Iraq and Saudi Arabia. He had always been inspired by Van's RV's ever since they came on the scene in the late 1970's - so the RV 10 was an easy choice for him.

His RV10 kit was ordered in sections from their factory in Portland, Oregon, which sells, by far, more kits than any other company in the world. The 4 sections are: the tail cone empennage, the wings, the fuselage, and the finishing kit. He started on the first section in November, 2003, and then would order the next section a few months before he finished the one he was working on. This kit differed greatly from his previously built RV4 as this one had been designed on a computer, so has been much easier to assemble because of its pre-drilled rivet holes which makes aligning things so much easier. The wing spar on his RV4 took a year to assemble, and the spar on this plane was already completely finished when it got shipped. The complete kit was \$45,000, and the experimental 260 HP Lycoming IO540 engine \$38,000. Cruise will be 201 mph at 8,000 feet with a service ceiling of 24,000, and with its 1950 feet per minute rate of climb it can get there quickly. It will hold 65 gallons of gas, and use somewhere between 10-15 gallons per hour; it will be fixed gear, with a constant speed prop. One of its more amazing capabilities is that it can take off in 360 feet and land in 525 feet with a stall speed of 57 mph.

He has been working on the plane in his 2 car garage in Billings Township, and hopes to hang the wings at the airport this spring; so far, he has about 1800 hours in on the construction. After he has flown off some hours he will settle on a paint scheme; his wife Vicki has suggested 'any color but red, white, and blue'! The N number is N110DV, and his IFR instrument panel will be all electronic which eliminates the need for a pitot-static system. He hopes to join some of the other 5,000 RV's currently flying as he, Vicki, and Mona wing their way to visit family in southern Illinois and, perhaps, next winter program his GPS to take the plane South with All Aboard!











Update – October, 2007

Since our March, 2007, article on Dick Sipp's Van's RV10, he has put in another 600 hours on his project bringing the total hours to 2400. A recent exciting day for him was when he got to move his project from his 2 car garage in Billings Township to a hangar at the Barstow Airport. He couldn't have made this move without the help of Dave Schmelzer, Bob Harrington, Jim Dobben, and another friend of his from Detroit. The first trailer load was the fuselage followed by another trip with the wings and remainder of the project, tools, etc.

In March he couldn't commit to a color scheme for the airplane and when asked that question again, he jokingly replied "That's classified." Then he proceeded to say it would be 'raspberry' red metallic with silver and white accents. He hopes to hang the wings in several weeks.

You can find him many days working on his project in Pat Howe's hangar on the far south end of the Airport – drop by and see his progress.







