Introducing Adam Thomason, the newest member of Team Rocket. Adam is a Purdue aeronautical engineering junior with a strong passion for experimental aviation.

Previously, Adam has worked with Aviat Husky, and this Summer plans to intern with Scaled Composites. Wow. We're very fortunate to have Adam working with us this Spring, and, hopefully, when he returns from his stint in Mojave. Adam is currently working on the CAD and latest design changes for the F1 Sport wings. You can see a bit of his work below.

Adam plans to begin working on a Mk3 empennage kit soon. We're very excited to see how that aircraft turns out. With Husky, Scaled, and Rocket influences, it should be a heckuva machine!

Sport wing future production?

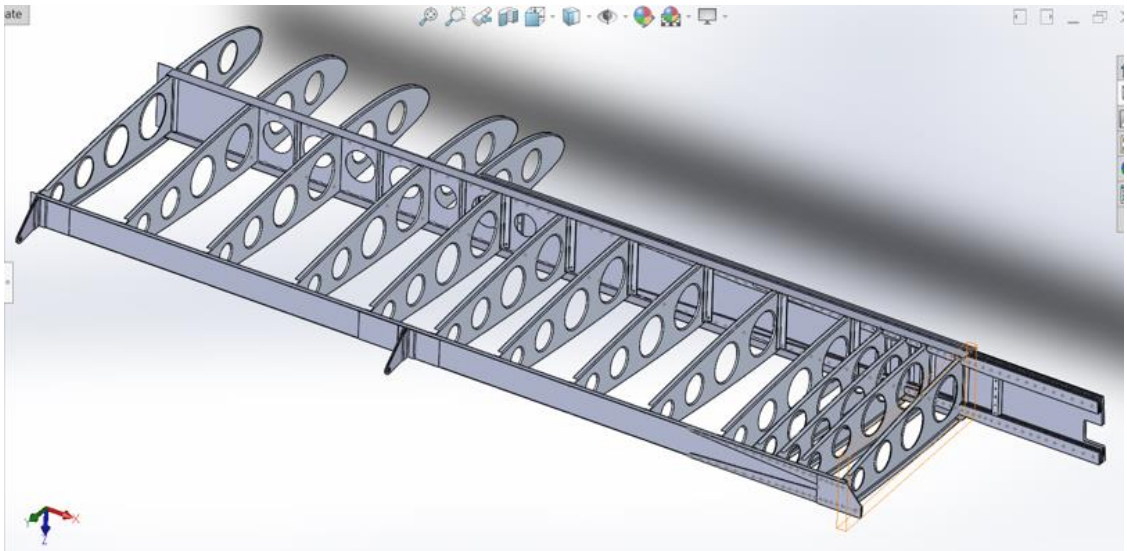
As was mentioned in our last newsletter, Van's future production of the RV-4 wing is in flux. Maybe they'll discontinue it, maybe they won't. The most recent announcement seemed to indicate that they are taking orders for a second run of parts to be available in April. http://vansaircraft.com/public/news.htm#346-Availability

Hint: Consider buying your wing... now. Those parts will never be any cheaper!

Regardless, as has also been mentioned previously, we have our own tooling to make the parts for our Sport wing. We haven't done it simply because it is cheaper to buy identical parts from Van's while they're still available.

In related news, we're busy drawing our Sport wing in full 3-D CAD. While not necessary for our production needs, these drawings will eventually be put into a Sport wing assembly manual. At that time, there won't be a need to glean through other drawings in order to assemble your wing, regardless of where the parts come from.

These drawings will be available soon for those getting ready to construct a set of Sport wings.



Fuselage production status

One of the next things that we're working out in the shop is to set up "factory" production of fuselages. We feel that we're to the point where we need to really begin hitting the smaller details... like showing how to put a fuselage together. We'll take plenty of photos.

By the way, once the wing drawings, mentioned above, are completed, we'll start putting together the fuselage drawings. Yeah, we know it's a slow process, but we'll get there! The tortoise wins the race in the end!

The photo above shows us setting up one of the fuselage jigs. Here we're using a damaged F1 fuselage frame that came to us because of a flip-over accident. (Thankfully, no one was injured.) We drilled the skins off and are using the frame to confirm all of our jig specs.

Next we removed the wrecked frame and modified the firewall uprights on the jig. This is different than most jigs and is optional. It will give better access to the firewall flange during construction. A small thing, but if we're going to make multiple fuselages, the small things add up.

The pre-assembled firewall is installed in the jig with the longerons. We'll add a couple more photos in the next newsletter. BTW, that's one of the new 4-cylinder engine mounts on the floor under the fuselage jig.

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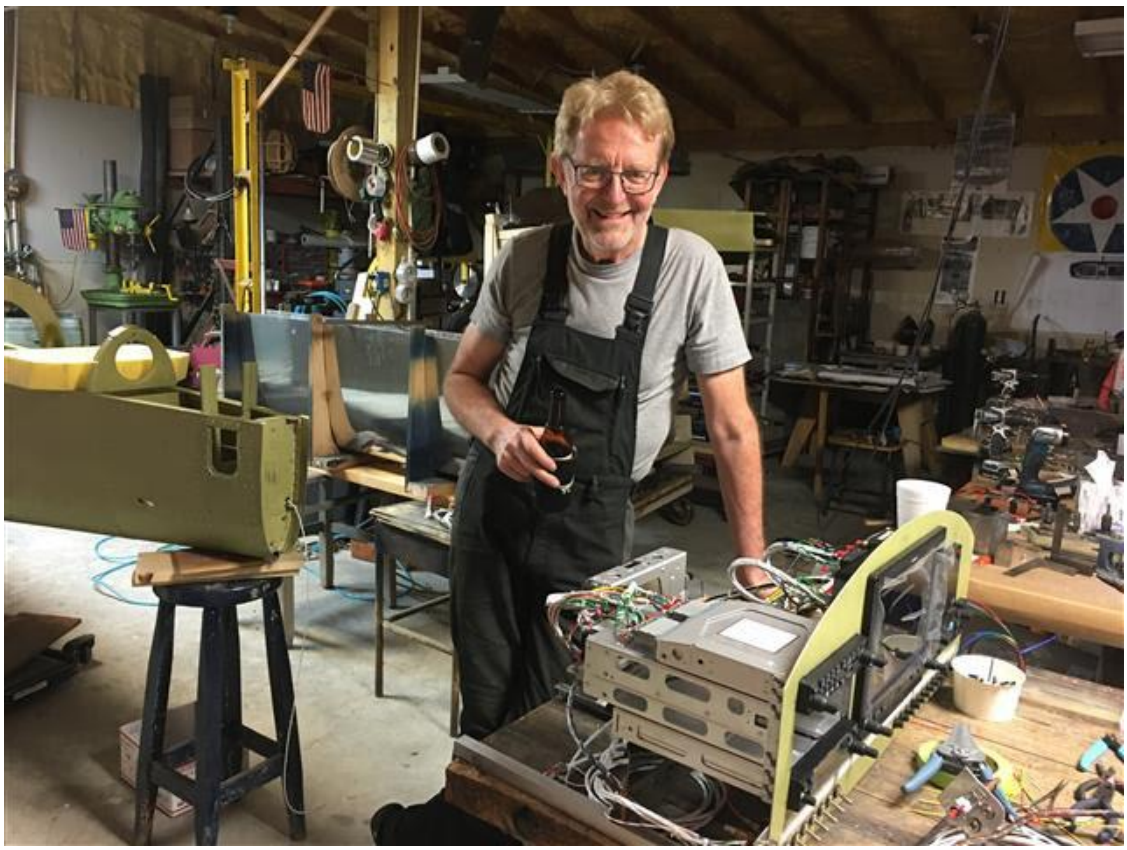


Ray Ward's F4 is still moving along at a rapid pace. In the photos above, you see Juergen, whose last name I didn't catch, working on the Garmin panel.

In the photo progression you see him trying not to let the smoke out in photo #1, a working panel in photo #2, and the obvious BIG smile in photo #3.

Also in the last photo, you see the celebratory cold beer in a Team Rocket coozie. Nice touch!

SHOP TIP: These nifty little clamps can usually be found in the suspended ceiling aisle at your local big box home supply store. They work quite well for a multitude of tasks while building your plane. And they're cheap.

NEW PRODUCT: We're pleased to announce that we now offer the PCU 5000, an FAA PMA approved constant speed propeller governor designed for piston engine aircraft. It has a compact and lightweight design which is up to 3.5lbs lighter than other designs. We also offer a manufacturer's 3 year warranty with every governor sold.

This governor is the perfect governor to use with the Hartzell, Whirlwind, or MT props that we also offer.

ANOTHER NEW PRODUCT: Tony Clinton just made a new carbon fiber, round-inlet cowling for his Rocket. It looks amazing. Tony reports a substantial weight savings.

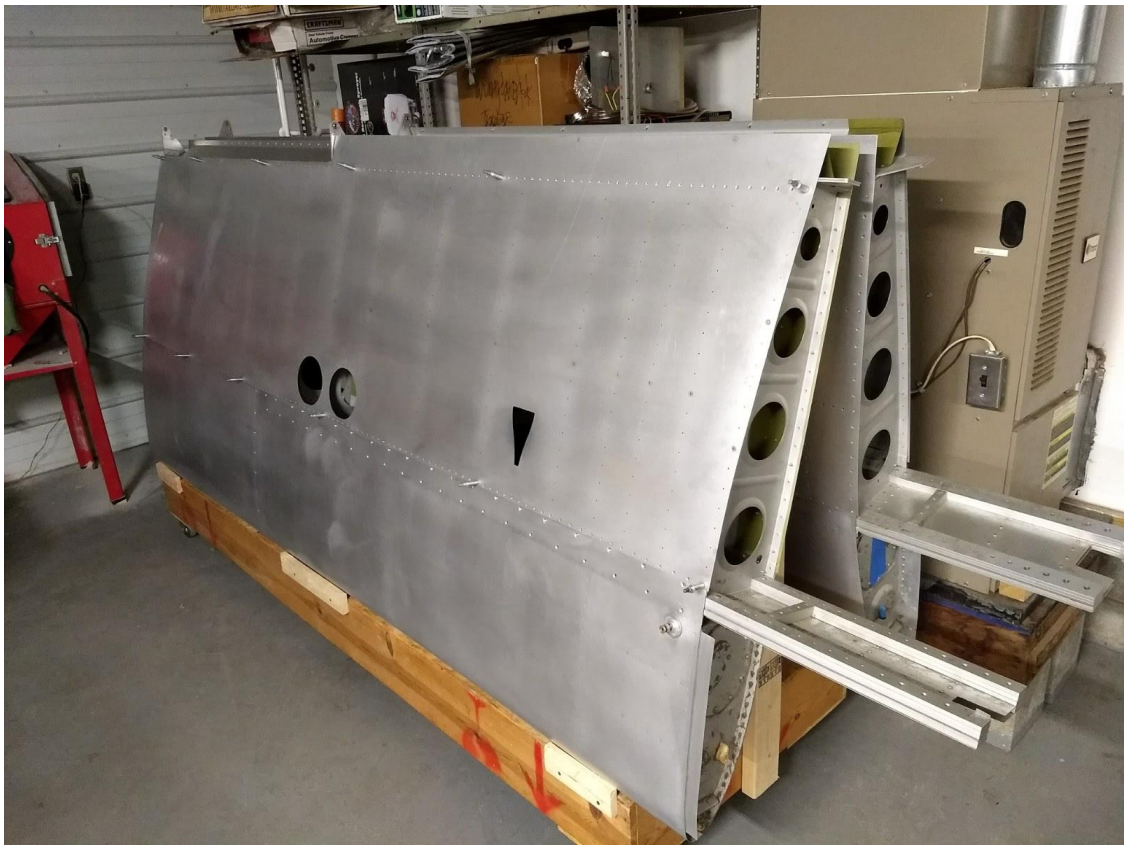
Tony plans to offer these to the the F1/F4 builders soon, complete with the aluminum inlets rings and airbox.

Price and details to follow later.

FOR SALE: Respond directly to the seller, not to the newletter email please!

TT on airframe and engine is 286. TT on prop is 291. Was overhauled 6 years ago, but has seen minimal hours since. No accidents. Price: $170,000.00 US

Contact:
Marco Dalla Nora
marc@quantex.ca
416-991-5365



FOR SALE: F1 Rocket, Sport wing, QB kit. ***Sealed bids being accepted.*** Send bids or questions to vincefrazier@gmail.com

This is a Czech-built, F1 Rocket, quickbuild kit, S/N 7. It is complete and untouched. As far as we know, this may be the last one available anywhere.

Includes:

- Completed fuselage, as shown. Dog not included.
- Sport wings. Wings are completed, aside from completing the bottom skins. Flap and ailerons are completed.
- New Mk3 empennage kit, or a Mk2 partially completed empennage kit. Your choice.
- All hardware, rivets, steel parts, tubing, cables, fittings, and other small items, as provided with kits at the time this was originally shipped.
- Engine mount included for either a 4 or 6 cylinder Lycoming engine.
- Titanium gear legs, wheels, brakes, and related items.
- All fiberglass fairings, wingtips, wheelpants, etc. as provided with kits at the time this was originally shipped.
- Clear Plexiglas canopy bubble, still in the original box. Speedslope windshield is available separately.
- Sliding canopy kit, as provided with kits at the time this was originally shipped.

In summary, this is a complete kit. There are no more anywhere at this time that we know of. You'll need to provide the usual: engine, prop, upholstery, paint, instruments, and related wiring and plumbing.

The aircraft kit is located at our shop in Mount Vernon, Indiana, USA. Inspection by appointment is available with advance notice.

We obtained this kit (unexpectedly) about a year ago. Since then, it has been used to validate our new parts, copy the subkits, and been measured, inspected, and looked over quite intently. There is no significant damage that we know of.

The unpainted steel parts have a normal, and insignificant, amount of surface rusting but should clean up easily. The aluminum has the normal, and also insignificant, amount of random, and very minor, corrosion. This is seen mostly where worker's fingerprints were left on the surface, or around the edges of the protective plastic film.

We stripped the protective film from the wings and Scotchbrited the surface to prevent any further, minor, corrosion. The fuselage still has most of the film in place.

We'll accept bids until we get one that is acceptable. We reserve the right to reject any, or all, bids. Please ask as many questions as you like, but please don't bid unless you have the intention, and the funds, to follow through.

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