Team Rocket
www.F1Aircraft.com

Hi all,

Thanks for your continued interest in what's happening at Team Rocket. We've got a lot to report on, so let's get started.....

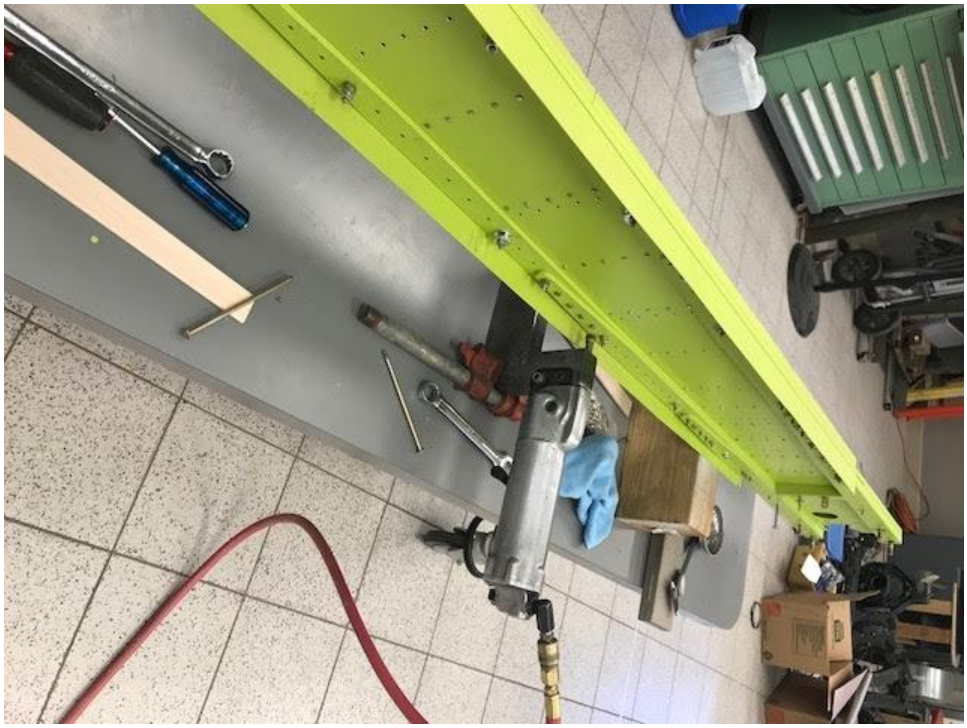
As we wade through all of the F1/F4 parts that are needed to put an entire plane in the air, we're always looking for ways to streamline the process. Here we see 2 of our young

engineering interns, Emma and Wes, using a laser scanner to obtain a scan of an engine mount.

Emma and Wes are using SolidWorks to draw many of the small parts, skins, and other items so that we can get things fabricated and in stock. We expect to have many more parts available soon thanks to their efforts.

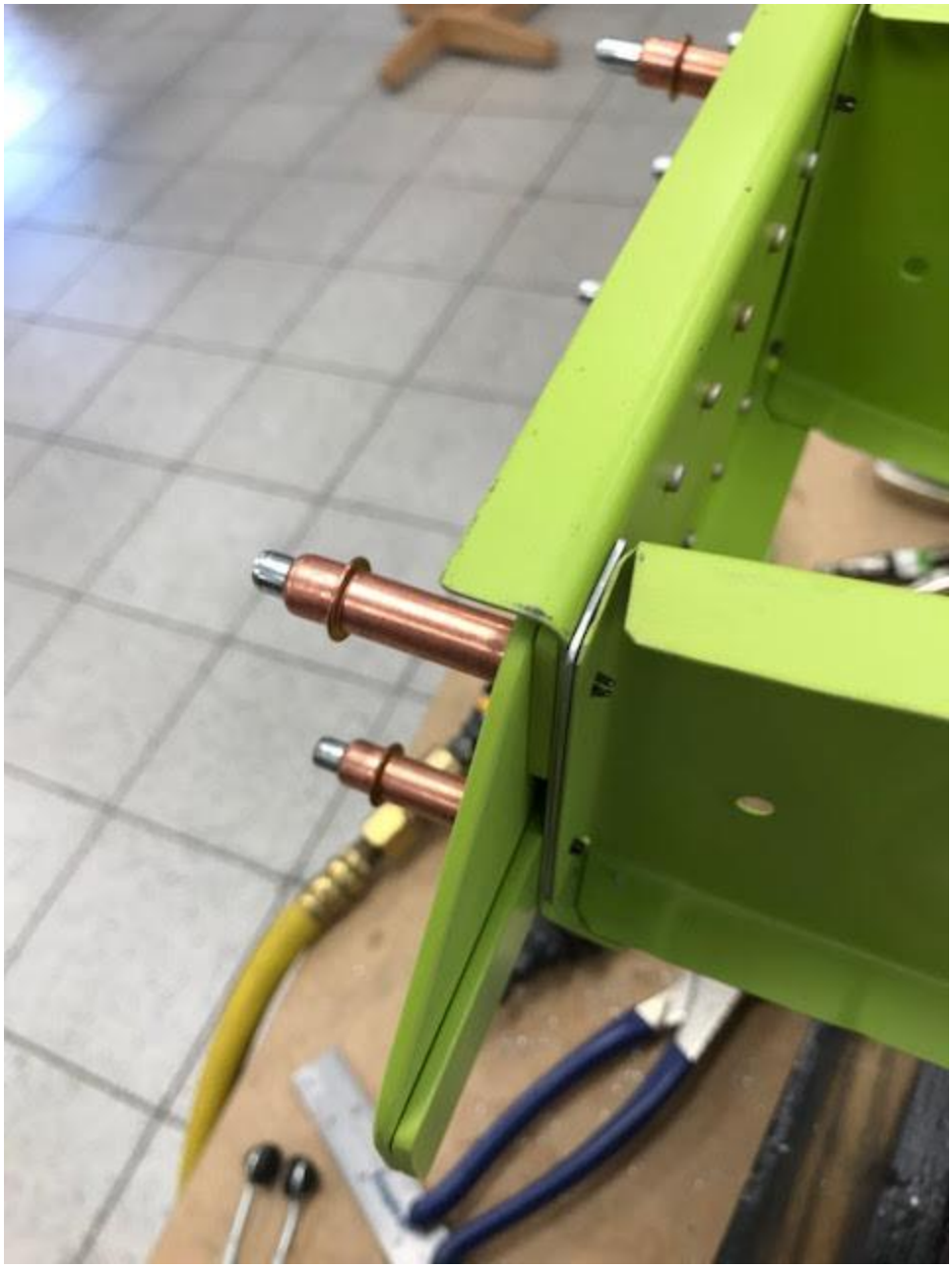
Claudio Ricci, from Italy, recently completed and flew his new F1 Evo. This project began several years ago.... persistence pays off! Nice work!

I'm tempted to caption this photo "Thunder from down under" but that's too easy... and a bit nauseating. LOL. These Rockets call Gunnedah NSW Australia home. Looks like fun to me.



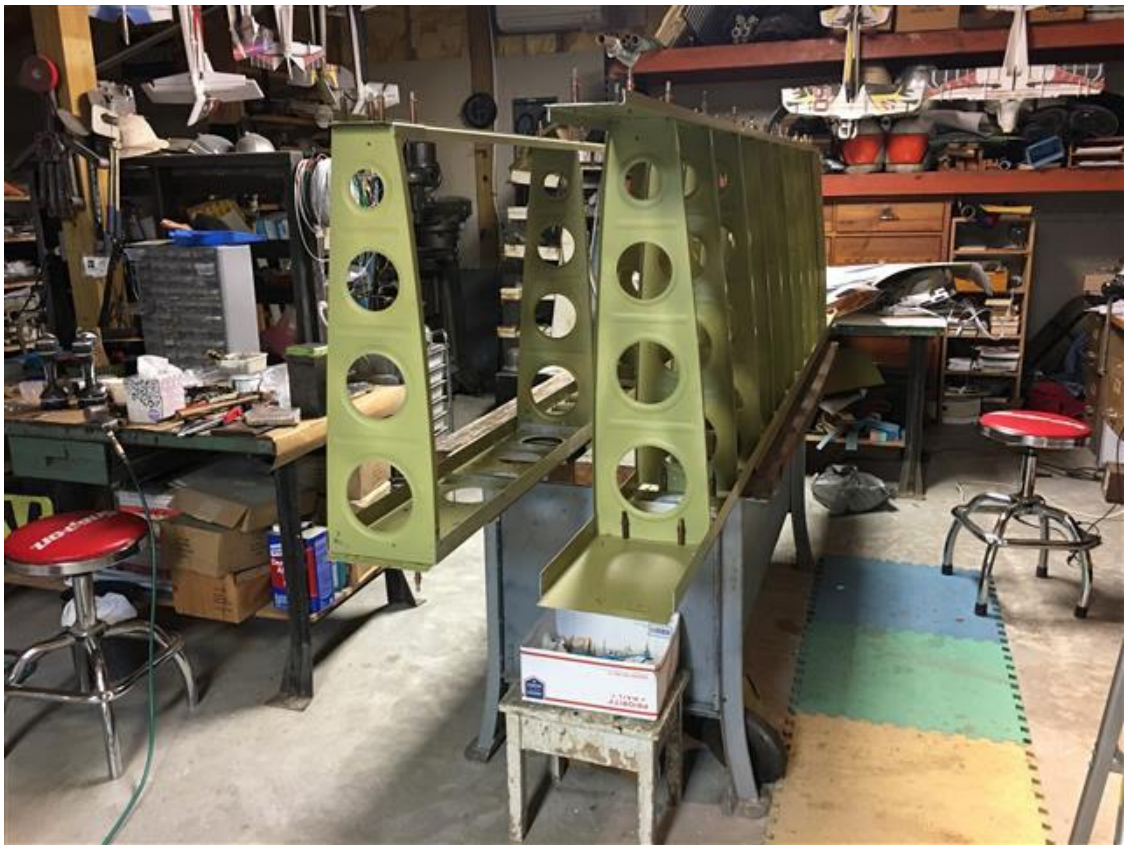
Darryl Hudec has his newly assembled spar in the fixture for riveting. He's using a pneumatic squeezer to set the big #6 rivets.

Darryl Hudec has the wing frame assembled. Here it is shown before moving it to the upright wing jig.



When you move the root rib of an RV-4 to use the wing on an F1/F4, you'll need to make the rib a smidge longer.... about 0.040". A small shim is just the ticket.

Darryl Hudec is working on his wings and couldn't resist snapping this artsy photo of the lightening holes. Darryl has his wings in the jig and is making good progress.



Darryl Hudec isn't the only one putting wings together. Here's a shot of Ray Ward's wing project.

Ray plans on some long range flying, with 55 gallons available. Sheesh... looks at the size of those tanks!

Ray started his fuselage in late December. I can only dream of building this quickly. Under that new Tony Clinton, carbon fiber, round inlet cowling is an IO-360.

Robert Thurmond moved his F1 fuselage in a small trailer packed with ordinary fiberglass insulation. Genius! The fiberglass batts are cheap, soft, and bulky...and you can still use them to insulate your shop when you're done moving.

Robert put his new Mk3 empennage kit together in record time, even outpacing Mark Frederick, the F1 Boss.

(BTW, we're all still waiting on the fiberglass rudder and fin tips, but they should be shipped soon. That's on me.. Vince)

Well, this doesn't look like a Rocket. Maybe a Raider... heh, heh... get it?

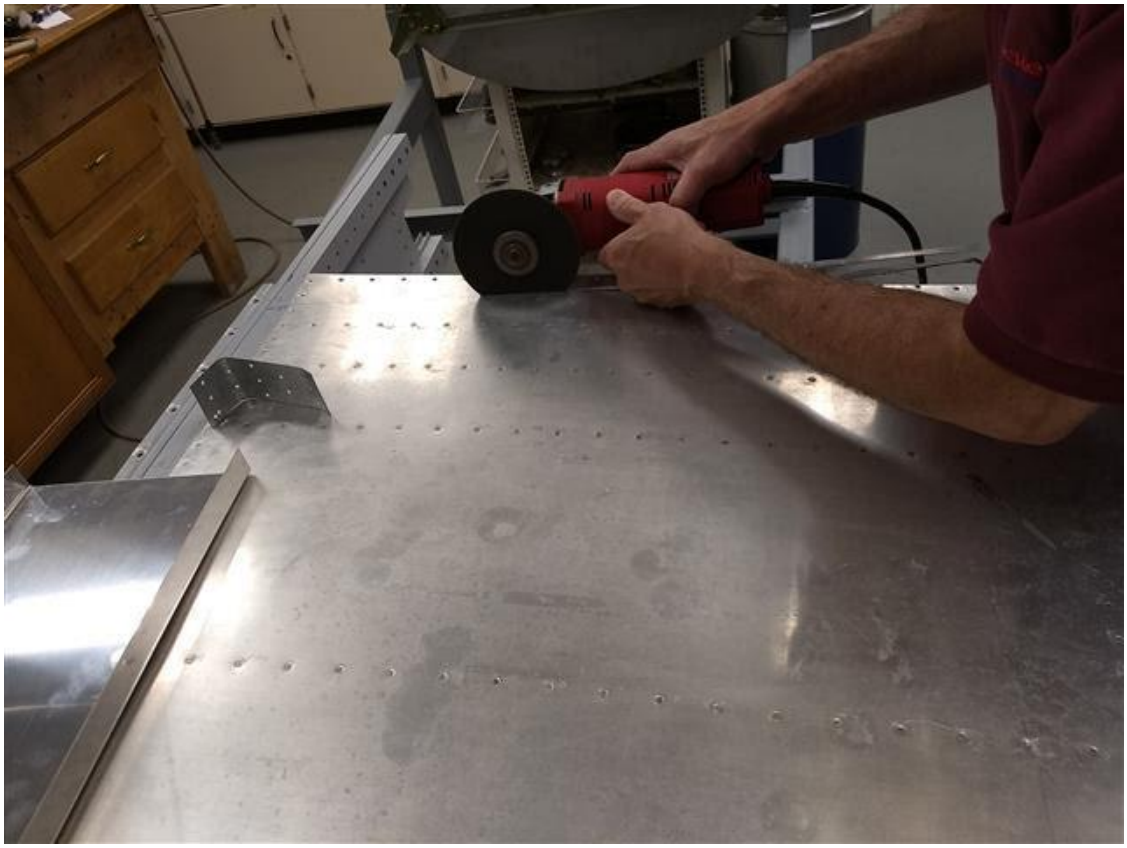
One of our suppliers, Airplane Plastics, made the nose bubble for the restored B-17, the Memphis Belle. The Memphis Belle is now on display in the air force museum in Dayton, Ohio.

Pretty cool, eh? Jeff and Becky Rogers, and their crew, will have their work seen my untold numbers of people for years to come. Way to go!

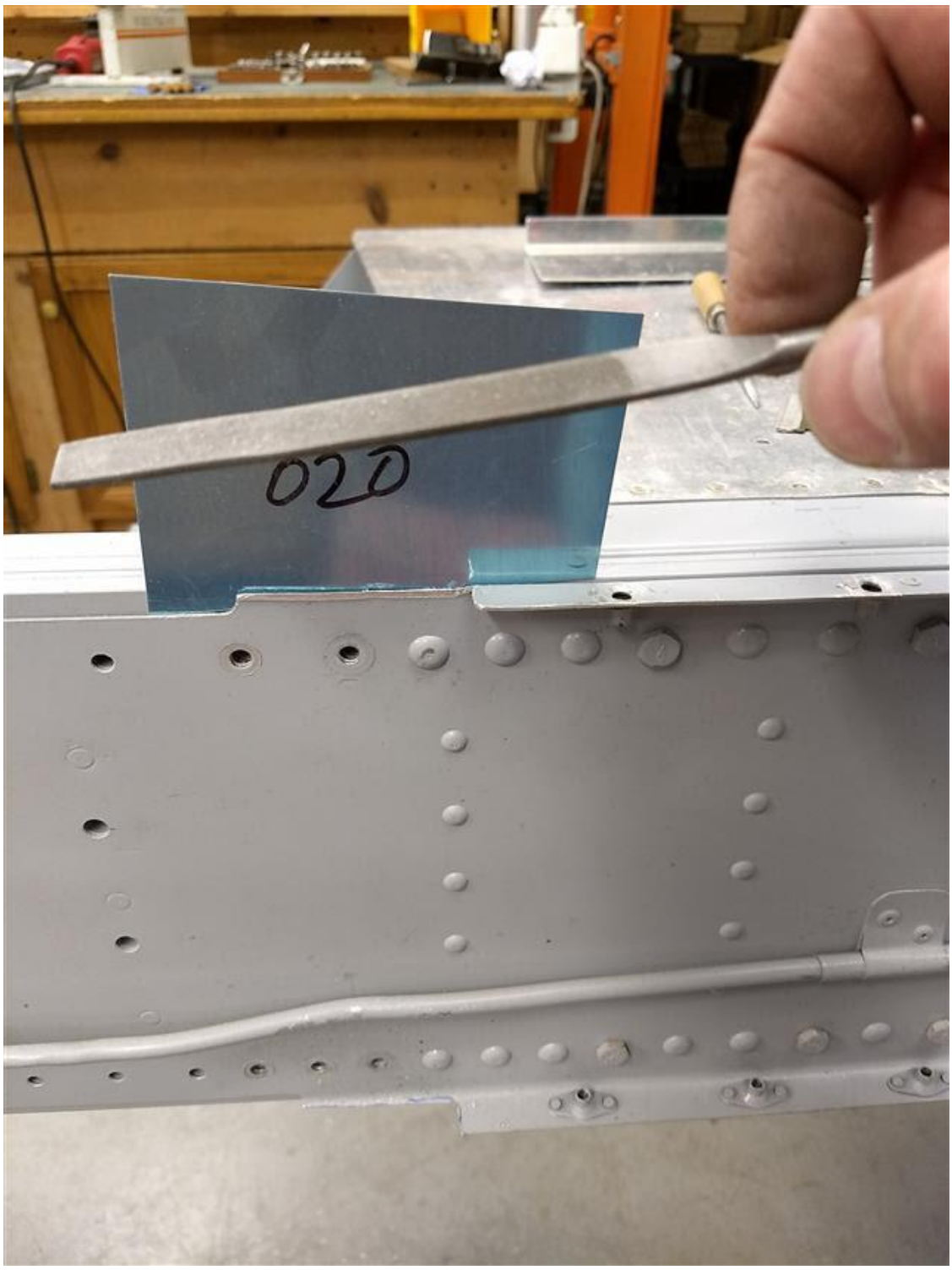
Converting an already assembled RV-4 wing for use on an F4 Raider isn't difficult. Some surgery is required at the wing root in order to clear the F4's wider fuselage. Here we've

got a rough trim line drawn on the top wing skin. The rivets will be drilled out an the forward end of the rib will move outboard to match the line.

The next step will be to remove a few of the big AN470AD6 rivets that will also be in the way. Easy enough to do with a slightly undersize drill bit and a bit of careful drilling. A hammer and punch are needed to drive out the rivet shank, but they usually come out of the thick aluminum bars relatively easily.



Once you drill out a few dozen rivets and remove the root rib, you can trim the skin to fit the F1 or F4 fuselage profile. Just don't nick the spars!



A scrap of aluminum wedged between the parts is a good way to protect items that shouldn't be nicked or sctratched.

If you're planning on using an RV-4 wing, or any other wing, you'll need a spar carrythru bulkhead. Here we're putting preliminary, smaller holes in the bulkhead web to match the RV-4 spars.

We'll revisit the #4 bulkhead/spar conversion topic again next time, when we're further along.

If you'd like to see more on one way to convert RV-4 #4 bulkhead parts to use in an F1/F4 then click
here: https://www.dropbox.com/s/iun8f42x29ywxki/Building%20the%20number%204%20bulkhead.pdf?dl=0

FOR SALE:

I have a set of dolly wheels for moving a fuselage around. Two stubs take the place of gear legs and mount to square tubing with trailer axle hubs, wheels and tires. $350.00 plus shipping. I was installing the wings in this picture. My rollover fixtures were mounted to each wing and the wings were sitting on some old desk chairs from which I removed the backs and arm rests. Worked great!!

Thanks,
J.J. Janovetz
817-994-2554 cell

FOR SALE:

We have an unassembled RV-4 wing kit here, includes a mostly completed tail kit too, and the builder number from Van's. The parts are crated from shipment, but I've looked over them to make sure that they're in good shape.

Some work on the wing was started, but it's still at a point where you could do whatever you want to it. The spar is completed and the ribs have been clecoed in place. It could be used for an F4, or if you move the ribs and shorten the span, it could be an F1 wing. Either is possible.

Most builders would want to increase the fuel tank size from the stock 32 gallons. John Harmon sells 42 or 55 gallon tank parts. These are not included.

As usual, I'm sure a few random pieces might need to be replaced, just a guess, but the kit seems complete and would be a good start for someone.

$3500 Contact Vince if interested. vince@f1aircraft.com

Bob Gross' estate sale F1 Rocket, more info below.

Bob's instrument panel.

AIRCRAFT FOR SALE:

From Chris Cuneo:

Bob Gross was my closest friend and I've offered to help the Robert P. Gross Trust by assisting with the sale of the F1 Rocket.

N797AA, F1 Rocket, S/N 17 has:
1) 423.7 hours on the Hobbs
2) 362.6 tach time
3) Dynon D-180 EFIS
4) iPad installed in instrument panel w/ADSB in
5) Microair 760 com
6) Microair T2000sfl transponder
7) Digiflight II autopilot
8) Electronic Ignition

The landing gear legs need paint, as do the ailerons.

Minor bird strike, lower engine cowl, LH side. Cracked paint/fiberglass, not perforated. Bob was flying it this way the last few years.

Airplane is clean, stored in an air conditioned hangar, starts and runs well, Paint and interior are both in good shape, clean and neat, I'd give both an 8 to 9.

I can send more pictures from my phone. My contact info is:

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View this email in your browser

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