Team Rocket
www.F1Aircraft.com

January 16, 2019 issue

In this issue: Flight report from F4 builder Ray Ward, Team Rocket forum report, builder news, Team Rocket stats, tapered wing update, Numatx squeezer sale, and more... read on.

Builder projects: Ray Ward's project looked like this in October. It's first flight happened just before Christmas! Ray took almost exactly one year to build it. See, it can be done!!!

Ray graciously provided the flight report, specs, and photos below.

Ray had the following to say about his new F4:

The new F4 is a retired airline captain's dream, and the Garmin panel is awesome.

As a fellow accustomed to a lot of thrust and plenty of horse power, I am completely satisfied with the 180hp airframe. I operate it off an 1800’ grass strip. It blasts off in about 500’.

Care should be taken when adding power as the rudder is quite powerful. It climbs very well, but I need to manage the CHTs. I added a cowl flap which is very effective. *(Ray and I have discussed what might be changed next to lower the CHTs. - Vince)*

The ailerons are typical of the RV series but lighter with the short wing.
The elevators stiffens above 150Kts.
The seating position is good and the cockpit is very roomy.
It takes some planning to get the speed down to flap speed.
Touch down is between 51 and 53 knots.

Cruise power settings at 6500 feet:
Full throttle: 72% power, 24.7”, 2330 rpm = 171kts (189TAS)

65% power, 22”, 2350 rpm = 161kts (179 TAS)
60% power, 20.7”, 2320 rpm = 151kts (171 TAS)
55% power, 20.1, 2220 rpm = 144kts (160 TAS)

I love my F4, and even better the wife loves it as well.

One year building, time well spent.

How it is equipped:
I0360 A1D
Airflow performance fuel injection
Two E mags
Superior cold air induction
Sam James air filter
Tony Clinton Cowl
2 blade blended airfoil Hartzell prop
Speed slope windscreen
Mark III tail
28 gallon wing tanks (56 gallons total)
RV-4 wings, shortened 7” each side.
Aveo Zip tips
Complete IFR Garmin system and G3X
Empty weight: 1149 pounds

Tailwinds,
Ray

COM 1
125.125
APPROACH
STBY
120.700
APPROACH
Audio
MIC
COM
XPDR
1200
ALT
IDENT
WPT
CAVUI
BRG
254°
COM 2
126.000
KCHS TOWER
STBY
135.150
MAN IN
24.7
72%
RPM
2330
OIL PSI
81
OIL °F
182
AP
GPS
ALT 6500FT
TAS 189KT
GS 173KT
HDG 267°
CRS 254°
260°
24KT
310°M
GPS
TERM
GPS CAVUI
KRBW
TMR 00:00
OAT 47°F
LCL 15:32:18
Heading
Altitude
Main
Fuel Calc
Temperature
CHT 339 347 362 352 °F
1405 1405 1435 1380 EGT
Electrical
VOLTS
14.2
AMPS
+2
Fuel
QTY L GAL
28
QTY R GAL
29
GPH
9.9
PSI
24.8
Engine Hours 29.7
Total Hours 33.5
Engine
Select Tab
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Team Rocket stats:

Excluding the original Team Rocket aircraft up through S/N 176, there are now:

- 1 flying brand new F4, built by Ray Ward
- 23 Mk3 tail kits sold. The first ones were shipped in Fall '17.
- an unknown number (>10) of RV based tail kit starts
- 6 projects intended to be F1 Rockets when completed
- 5 projects intended to be F4 Raiders when completed
- 8 projects that haven't decided on F1 or F4 yet

No, those numbers don't add up. Trying to pin builders down on where they're headed is a lot like herding cats. Lotsa luck....

The data doesn't include wing starts, fuselage construction, etc. That is impossible to keep track of.

As of 1-17-19, there is another F1 Rocket project that should fly very soon. Builders are definitely moving forward along multiple paths, as we expected.

Brad Hood's F4 Rocket II should also be included somewhere in this data. His project came too late to be considered an original kit, but too early to be a true part of the new

starts. Regardless, Brad has an amazing F4 flying, and is now working on customizing an original F1 Evo.

Robert Thurmond's F1 project seems likely to be the next one to fly. That's a challange to those following behind! Try to keep up!

Team Rocket forum report:

As previously mentioned, the original Team Rocket forum, which had been online for at least 15 years or more, is no longer functional.

Also as mentioned previously, Blake migrated the forum to our current host. The new forum is here: NEW Team Rocket forum

Existing users of the old TR forum should be able to log on using their original email address or original username and their original password.

New users will need to contact Vince or Blake to be added to the forum users list.

As expected there has been a learning curve related to getting the new forum up and running. We're mostly past that now. Things are working well now.

The forum is different than the old forum, so there will be a learning curve for users too. Nothing major though.

If you have any problems accessing the forum, please contact Vince at vince@f1aircraft.com

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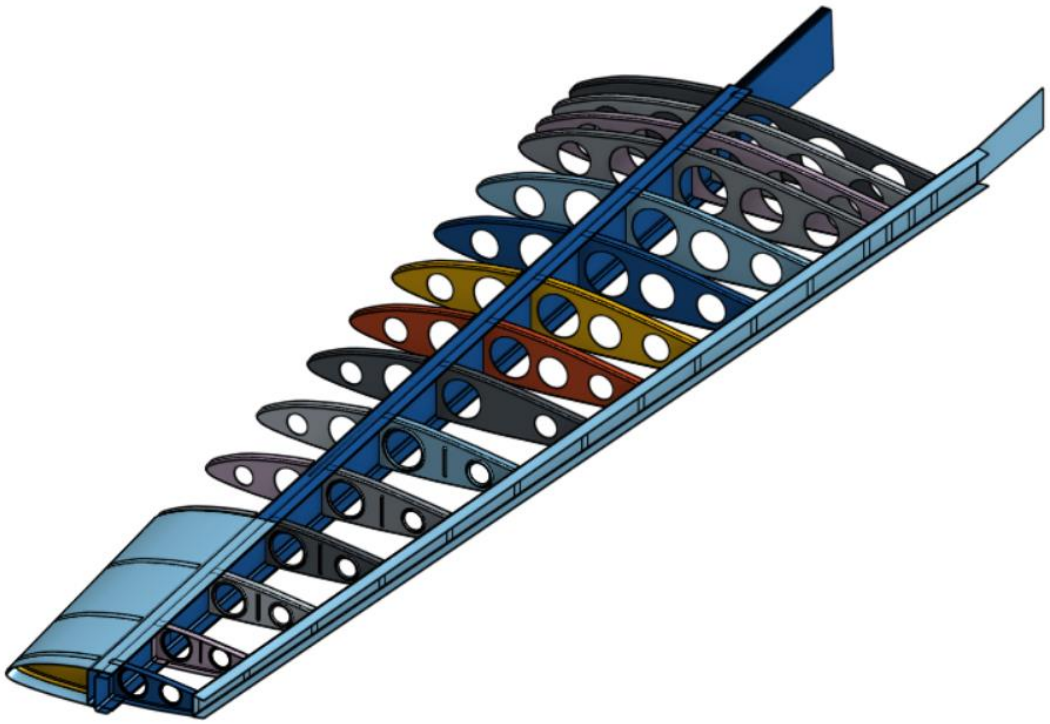

Tapered wing update

The design work is virtually complete. Paul has been really been putting in the hours, hammering out the final detail work.

The search for shops to make various parts of the new wing continues. Right now we're evaluating various processes to make the prototype parts, spars, form blocks. etc.

Anyway, we're moving ahead on the wing project as quickly as we can. We'll post new updates here, so stay tuned!

Random News from Vince:

The RV-4 that I built in 1994, which had used instruments when it was new, was in dire need of an upgrade. Since we're able to offer Grand Rapids Avionics, it was an easy decision to drop some of their equipment into the panel.

The new GRT EFIS should be here in a couple of days. The bulletproof GRT EIS is already installed. Behind the scenes are the ADS-B in and other slightly more up to date goodies than I previously enjoyed. I kept the old radios. They still work fine.

The new F4 will have a similar, but much nicer panel with all the bells and whistles.

Anyone interested in purchasing GRT equipment should contact Vince or Blake.

In the last newsletter, we showcased a few clearance items from Blake's store at Flyboy Accessories . Currently, Blake is offering **$50 off** on a Numatx squeezer. Use coupon code ROCKET50 at checkout to get the discount. The offer expires on 1-31-19.

For those who aren't familiar with the Numatx squeezer, please allow a very happy user (me!) to hit the highlights of this tool:

1. It's a pneumatically driven hydraulic cylinder that does the work.
2. Because of the way it operates, it won't dangerously snap closed like the pneumatic squeezers that we're all accustomed to using. This is a HUGE safety benefit.
3. The foot pedal frees up your hands to give **complete control** over what you're working on. No fumbling with a trigger. No dropping rivets or parts.
4. The hand held squeezer is very light, small, easy to hold and manipulate.

5. By "feathering" the foot pedal, you can capture the rivet lightly, double check part alignment, then press the pedal the rest of the way to perfectly set the rivet.

The Numatx works off of specific air pressures. On my unit using 45psi will properly and uniformly set any #3 rivet, while 65psi sets any #4 rivet....**regardless of rivet length!!** This means that once you know the specific air pressure required for each rivet size, the natural feedback between the rivet being squeezed and the hydraulic pressure squeezing it will consistently drive the rivet. No more too tall or too flat rivets!!!

Seriously, these things are the bomb. They are far safer than traditional pneumatic squeezers and so much easier to use that you'll never pick up that old squeezer again. And they are priced similarly to the old fashioned squeezers to boot! What's not to love?

See the complete details at: https://www.flyboyaccessories.com/product-p/2701.htm

While you're there, check out the other great products offered for your Rocket, Raider, or RV.

Until next time, fly safely and build on!

Thanks,

Vince Frazier
Frazier Aviation LLC,
a Team Rocket authorized distributor.
3963 Caborn Road North
Mount Vernon, IN 47620

812-464-1839 office, Mon-Thur 8am-4:30pm
812-449-0230 cell, all other hours

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