



Team Rocket Newsletter June 6, 2019

In this issue:

- 75th anniversary of the Normandy D-day landings
 - Frazier F4 fuselage progress
 - Flap kit update
 - Mk3 empennage kits available mid-July
 - New location for our Airventure display
 - Classified ads - wing and tail kit, converted for Rocket use
 - Classified ads - RV-9A estate sale
 - Team Rocket promo code for use at www.flyboyaccessories.com
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Today is the 75th anniversary of the D-day landings that took the fight directly to the Nazis. What those brave men did for western civilization and freedom must never be forgotten.

God bless them all.



Frazier F4 Raider fuselage:

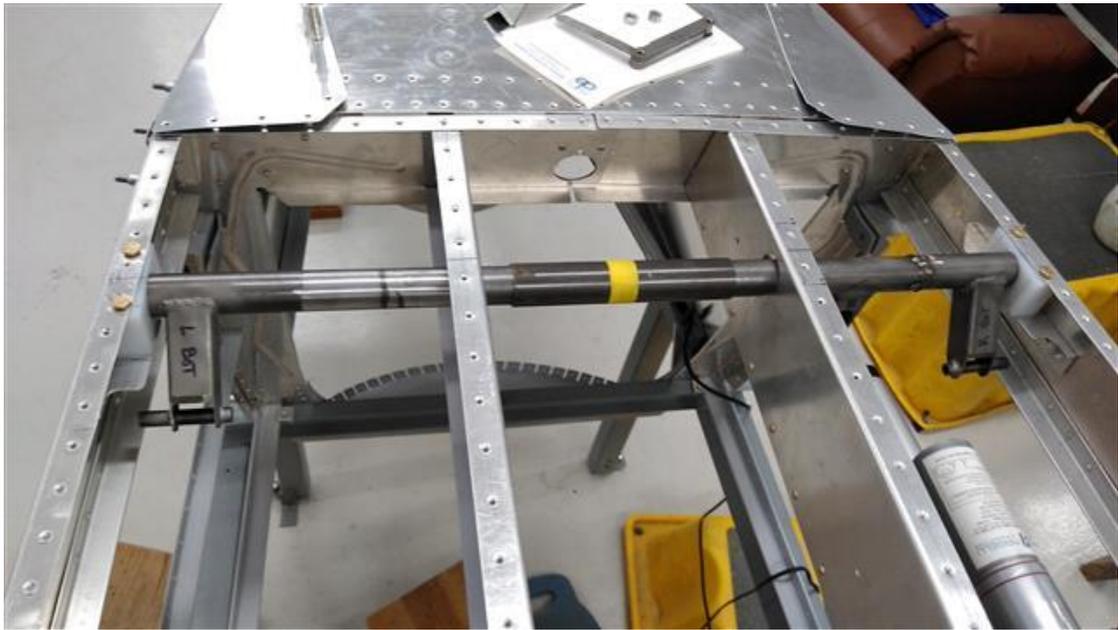
My fuselage is ready to come out of the jig.

The forward sides have been drilled and are ready to rivet later. It is much easier to paint the inside of the cockpit if they aren't installed yet. Sure, I'll have unpainted rivet heads when I'm done, but that is irrelevant to me.

The fuselage will twist easily in this condition, so it is necessary to carefully level the longerons and install the aft deck skin, i.e. the one that goes beneath the HS. Anyway, you need to be mindful of the possibility of twisting the fuselage until ALL of the skins are fully riveted.

In the meantime, systems, floorboards, wires, cables, etc., are all much easier to install now.





Flap Progress Update:

I added a few new photos of the mechanism.

The two separate torque tubes are joined in the middle of the fuselage with a splice tube (yellow stripe on tube). This allows the system to be installed without the need to make a big hole in the side of the fuselage to install a single piece torque tube as shown last month. The big advantage is that we can now weld all of the parts to the two torque tube halves, eliminating the alignment issues we had last month. It will also allow removal, if necessary, without any cutting or other destructive disassembly.

We completely reworked the linear actuator mounting also. It will use an aluminum angle, as shown, on the forward face of the rear spar web. The nose of the actuator will mount to a machined bracket, not shown.

We will be able to provide a drilling template for the rear spar holes that should make installation relatively simple. The installer will then set the torque tube in place based on the instructions and dimensions that we'll provide.

The beauty of this system is that it doesn't interfere with anything in the cockpit. No linkages are protruding above the floor to pinch headset cords, and there are no holes in the floor to leak air! SWEET!

It is also possible to interface the linear actuator with various Garmin, and probably other EFIS systems. If you aren't using a Garmin, then the usual micro-switches are needed to prevent the actuator from over extending. Actually, a good installation will include a fail-safe microswitch, or other breaker tripping device to positively prevent over-extension.

We expect to be able to offer these to both new builders and as retrofit kits. We don't have a final price, but it likely will be in the \$850 range. More later....

Vince

Mk 3 empennage kits coming soon:

We've been out of stock on Mk 3 kits for several weeks. The next batch of Mk 3 empennage kits are due to be here in mid-July.

Darryl Hudec, Ray Ward, Robert Thurmond, and others, have provided quite a few empennage construction photos. They are in the Dropbox folder, which can be found at: <https://www.dropbox.com/sh/58yedmg0yhereke/AABlId5ts4S5YWnRwFT34vDua?dl=0>

Darryl provided a PDF of tips on how to construct the left elevator, which is the most complicated part of the empennage. It is located in the PDF folder, also found under the URL above. Darryl's compliments the "Left elevator assembly procedure" written by Brian Rodgers.

There is a LOT of useful info in our Dropbox folder(s). Be sure to browse through them. One useful item found in the PDF section is the "Parts price estimator" which gives a listing and price of items currently available from Team Rocket. We strive to keep all of those items in stock, although some items (engine mounts, some fiberglass parts, etc.) may have a lead time, depending on demand.



Airventure 2019 booth location:

Team Rocket and Flyboy Accessories will be in the North Aircraft Display area at Airventure again this year. We'll be in spaces 644 and 645.

The display area has changed a bit from last year. Several buildings have been removed, so the affected vendors will be a wee bit farther South than last year, i.e. nearer to the Brown Arch.

Put it on your "must see" list right now!



Here's a picture of the wing spars, main ribs, and rear spar. Nose ribs are primed and prepped also. I removed them from the jigs. Next picture is of the empennage. It has electric rudder trim.



If you look close in the other you can see the elevators and vertical stab. All have been hanging in dry storage.



Bottom picture shows the center section. All material and hardware are included as shipped. I'll stand by the workmanship, very well done.

Asking \$4500.

Thanks, Bill Black

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<http://www.skyterrier.net/N904DC/index.html>

MANY more photos and info on the website URL above.

2005 RV9A - \$69,000

TTAF 586 SMOH 1,185

STOH 335 [new ECI cylinders]

Annual due 08/2019

Lycoming 0320 160HP

Sensenich fixed-pitch

VFR. Avionics: Glass Panel

Garmin G3X Classic (2)

GTX 335 ADS-B Out Transponder

GMC307 2 Axis Autopilot with

GDL39 ADS-B IN Receiver

GSU25 AHARS

GMU22 Magnetometer

GTP59

GTR 200 Com Receiver

GSA28 Servos (2)

GEA24 Engine Monitor

GDU370 PFD; GDU375 MFD (with XM receiver)

GI-260 Angle of Attack Display w/Garmin AOA Pitot

new Carbon Panel (rewired 2017)

Contact Steve Eberhart, friend of family, at 812-422-4525

Email to: steve@newtech.com



Our sister company, [Flyboy Accessories](#), is happy to support Team Rocket and our builders. They are offering a modest discount on purchases made by Team Rocket builders and customers. Use promo code **TEAMROCKET** during check out.

Condor2 Pneumatic Tailwheel Fork Unit



The current "**hot**" item is the [Condor pneumatic tire tailwheel system](#). The Condor gives lightweight, a smooth ride, and good looks all in one package! And it fits standard Van's type tailwheel mounting sockets.

Until next time, fly safely and build on!

Thanks,

Vince Frazier
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