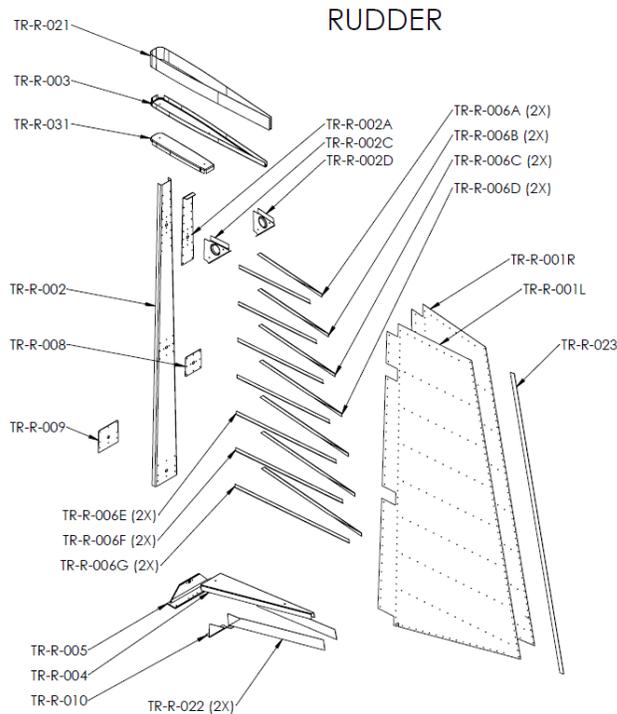




Team Rocket Newsletter September 23, 2019

In this issue:

- Redesigned rudder counterbalance ribs available
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We redesigned the TR-R-003 and TR-R-031 top counterbalance ribs to fit the airfoil contour of the fin/rudder more closely. This is not a mandatory change, more of a cosmetic improvement. You are not required to change what is in your kit, and if it's already flying, please don't.

The current TR-R-021 skin strip is unaffected. The upper rudder fiberglass cap (not shown) is easily modified to fit the new rib profile by slitting a few inches along the top forward end, then applying a bit of new glass to the inside.

However, if you're the type that would prefer the **improved contour**, contact Vince (by email please) and order a set. The ribs are \$100 for the set, plus shipping.

Current kits, i.e. batch 3, all contain the new ribs already.

2 UTF flap kits still available

We have 2 of the "pre-production" prototype "under-the-floor" flap drive kits available. They are \$700. The steel parts are powder coated, the aluminum parts will be bare, the actuator is included, along with the "F" bracket, HDPE blocks, angle brace, hardware, other small parts, and general instructions.

You will need to provide limit switches, or wire it into your compatible Garmin, or similar, avionics magic box.

The actuator limits itself in the retracted position. One builder opened his actuator and reports that it is relatively easy to move the position sensor. Nonetheless, it is still a good idea to incorporate an external micro-switch to limit actuator extension. It is a powerful motor and if it didn't stop it might bend something.

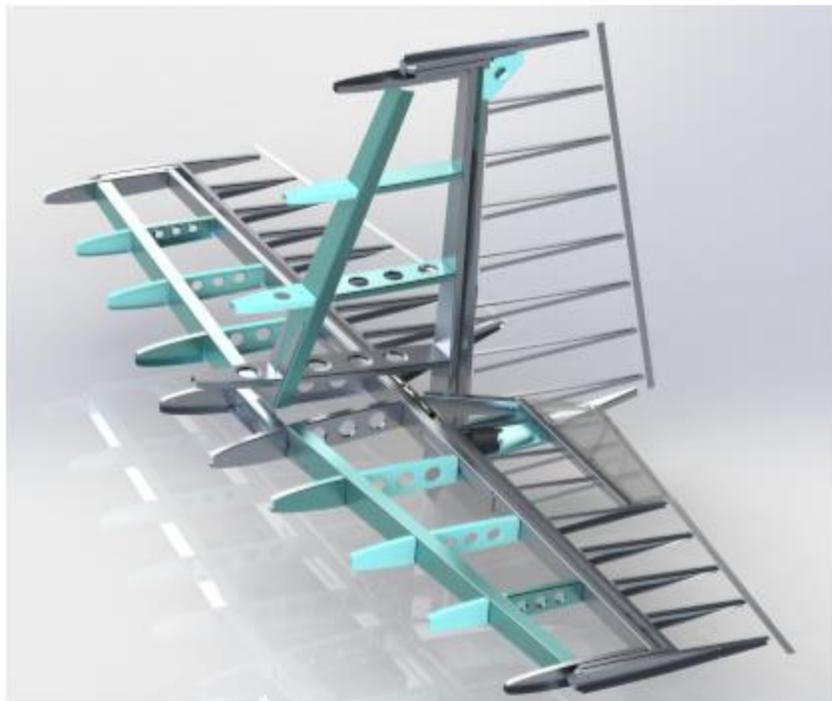
Production units are on the way, but they will be at a higher price!

Mk 3 empennage kits ready to ship:

We had been out of stock on Mk 3 kits for several months. The big crate full of Mk 3 empennage kits arrived while we were at Oshkosh. Those kits are sorted, packed, and ready to ship. In fact, 3 are already shipped!

If you've been waiting, contact Vince to order.

Mk3 Empennage Assembly Guide



Mk3 assembly manual reminder:

The empennage manual, and loads of other information, may be found on our Dropbox info cache folder: [Dropbox photo and info cache](#)

Kindly keep the dropbox link to yourself. If it gets hacked, or encounters bandwidth issues, I'll move it all to a much less accessible place. I suggest that you periodically download a copy to your PC and access it offline.

Tapered wing update

A full set of leading edge form blocks were produced in-house last week. We're sending them out to a capable shop for test pressings soon.

The main rib blocks should follow soon.

These are all "test" parts, lest anyone think that we're ready to sell anything. We're not, but stay tuned. We're slow, but we are moving!

Using the forum -vs- using the telephone

I've been overwhelmed with phone calls since Oshkosh. On one hand, that's good, but on the other hand it absolutely means that I can't get other, very important, work done. Particularly, if the caller wants to chit-chat. I like chit-chat, but I just can't spend 30 minutes on each call. :(

While it's great to be able to get a question answered on the spot, it is also good to have a record of your question for others to see.

I want to take a minute to remind everyone that we do have a [Team Rocket forum](#). I'd really like for general questions to be posted to the forum. If you have a time-critical question, you are welcome to contact me, preferably via email. As a last resort, you can use the telephone. If I can, I'll answer.

Never, ever send me a text. Nothing ever invented wastes more time than texting.

Thanks,
Vince

CLASSIFIED ADS

The classified ads are a free service. You are responsible for any transactions you may make. Team Rocket and Frazier Aviation do not endorse, approve, disapprove, or do any background checks related to these ads.



Ray Ward has a completed and flown Mk3 empennage for sale. Ray removed the Mk3 tail in favor of a custom built RV-4 tail. The RV-4 tail is several pounds lighter, which enhances the rear seat capacity on his 4 cylinder F4 Raider.

Contact Ray for details.
Ray Ward 843-263-5816
4luscombes@gmail.com



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

MANY more photos and info on the website URL above.

2005 RV9A - \$74,000

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



Until next time, fly safely and build on!

Thanks,

Vince Frazier
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